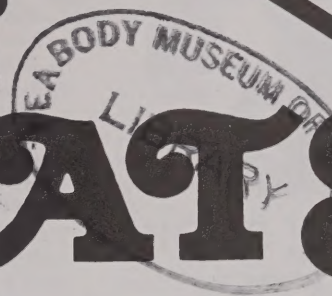




messing about in BOATS

Twice a Month!



Volume 7 ~ Number 10

October 1, 1989





messing about in BOATS

PUBLISHED TWICE A MONTH, 24
ISSUES A YEAR. SUBSCRIPTION
PRICE IS \$20 FOR 24 ISSUES.

ADDRESS: 29 BURLEY ST.
WENHAM, MA 01984
TEL. (508) 774-0906
PUBLISHER & EDITOR: BOB HICKS

OUR GUARANTEE: IF AT ANY
TIME YOU DO NOT FEEL YOU ARE
GETTING YOUR MONEY'S WORTH,
JUST LET US KNOW, WE'LL RE-
FUND YOU THE UNFULFILLED POR-
TION OF YOUR SUBSCRIPTION
PAYMENT.



Our Next Issue...

Will feature our coverage of sailing canoe racing in Maine; a day on the Maine Island Trail with creator Dave Getchell, Sr.; a chronicle of the "Source to the Sea" canoe trip the entire length of the Merrimac River; and an account of the lovely small boats used off the beaches of Killarney in Ireland. Filling in around these major features will be more design and project reports on such craft as Don Betts' cartop proa, Dennis Davis' latest stitch and glue kayaks, Griff Venator's "stretch" version of our "Cockleshell" kayak design, the Feathercraft sea kayak, Fred Shell's amazing little 9' yawl rigged sailing dinghy, Bill Bailey's ultra-lite planing UTX light fisherman skiff, oh, my, more yet. Obviously all will not make it into October 15th, but the rest of the oncoming winter looms ahead.

On the Cover...

"Suwanee" heads out into the St. Lawrence River from the Shipyard Museum Antique Boat Show on the Clayton, New York, waterfront in early August, an original 1909 launch built right in Clayton for just such enjoyment. Lots about antique boats in this issue.

Commentary

BOB
HICKS

This issue features quite a lot of coverage of antique and classic boats, what with our report on the big 25th anniversary show at Clayton, New York, and with Pete Cartier's two reports on antique boat meets on Lake George, New York, and in Racine, Wisconsin. We don't devote lots of space to this way of messing about in boats over a year, it's not in the mainstream of my own personal enthusiasm and doesn't turn up here very often among reader inputs. So this issue is a bit different.

The overriding emphasis in antique and classic boating is on the collecting, restoring and showing of boats. The game is analogous to the antique and vintage car hobby. Overwhelmingly the boats are power boats. Despite the espoused intent of the Antique & Classic Boat Society to include sail and human powered craft on its rolls, there are precious few. So this establishes a following devoted to older powerboats. The "collector" viewpoint tends to result in nicely restored and carefully used (if at all) boats.

It's a more expensive way to mess about in boats than most of the paddling, rowing and small boat sailing activities that form the major part of this magazine's coverage. The elegance of the boats is costly to restore and maintain and the engine and its gear add a whole other dimension to the cost picture. There's just a touch of being out on the water in fine furniture. Many of us are unable to entertain such a concept, either from the cost perspective or from the use perspective, like I'm just not careful enough.

What my occasional forays into this world of boating have developed is my awareness of the dedication and genuine affection those in this game have for their old boats, because the boats, or similar versions, figure in their younger years somehow. Older enthusiasts grew up in such boats summers on the lakes. Younger enthusiasts recall that grand dad had one of these. My only touch of this has been seeing the carefully drawn plumb stem cabin cruisers my father drew on the flyleaves of his textbooks in his prep school days in the mid-'20's. Had the Great Depression not short circuited his dreams, he'd probably have acquired a boat in which I'd have grown up in the '30's and '40's. But, he didn't.

The true antique and classic boat collector is after achieving a "correct" restoration of his choice of craft. Boats with all original

power and gear, and with original upholstery material, and in the case of bigger boats, furnishings, are the most desirable. As in the old car hobby, the modern day replicas with modern power and equipment are nice to have for "drivers" but don't get much attention from those who love the "real thing". A few enthusiasts with sufficiently deep pockets have had exact reproductions of chosen models built, same materials and construction methods, original design, original specification power and equipment. This really gets into big league spending. But the majority acquire an original boat that has potential, if not already restored.

I particularly like the Clayton meet, not only for its great variety of craft, but because it takes place right where it once took place at the turn of the century. The boat on the cover, "Suwanee" is a good example. The beautifully lettered wooden placard pictured on this page explains this. It was built right in Clayton 80 years ago. It's owner summers on one of the islands in the river nearby, just as did its original owner. And, watching Mr. Cox take out some friends in the long slender craft from the shelter of the Museum docks into a 20 knot westerly chop on the open river confirmed to me that builder L.E. Fry knew what he was doing 80 years ago. "Suwanee" knifed through the chop sedately, untroubled, as it was intended to do originally. An outing on the river in 1909 was not an exercise in adventure, or in speed in such a craft, but rather a nice afternoon's ride over the sparkling waters.



Modest Adventures



HIGH ADVENTURE ON THE "IMPOSSIBLE DREAM" TRIP

By Anonymous

(The names have been changed to protect the guilty)

It was before 6:30 am on a June Friday on the north shore of Peconic Bay. As we parked the van, Juanita exclaimed, "I know this place, I must have been to this beach!" And as she set foot on Miamoque Point, one of the most spectacularly beautiful beaches on the North Fork, Juanita realized that this "put in" had been our "take out" nine months earlier when we rolled in on three foot swells with a strong tail wind.

But this early morning Peconic Bay was peaceful. Fog enveloped all; it felt more like a Maine morning as our first silent strokes east were accompanied only by a fog horn. For almost ten years, I'd been waiting for the opportunity, weather, partner, etc. to make the nine mile paddle from South Jamesport to Cutchogue.

To our right the foggy bay seemed vast, mysteriously beautiful. Fish jumped. Mooring floats reflected like children's beach balls in the mirrorlike surface. To our left, Long Island's waterfront history came to life through its varied architecture. Beach houses and bay shanties contrast with grand old estates. The 1990's will probably erase most of this history as modest summer houses are "renovated" into ostentatious, three-storied glass statements. Wild roses, honeysuckle, dusty miller, sweet peas and yellow gallardia edged a colorful nine-mile lace between greenery, bulkhead and sand.

About three hours into the paddle, fog still shielded us from the intense sun. And off to the right, rising from the mist, was the Bali Hai of the Peconic -- Robins Island! It was a private hunting retreat for the rich. An unusual early deed prohibits would be visitors to 100 feet from its shore! And that shore has always been patrolled! I described to Juanita its high cliffs and long sand bar stretching out toward our path. And for ten years I'd dreamed of returning to Robins Island!

On a calm day, Rob, Meggy and I had paddled out from New Suffolk. We were there no more than ten minutes when the caretaker discovered our canoe and with little ceremony banished us from the island! We settled for paddling AROUND the island, never landing,

since the ever vigilant caretaker marked our progress through the hours. But from that experience I knew the only place to secret a canoe off the beach, and the basic routine of the infamous defender of the island.

"Let's paddle to the island," ventured Juanita. Recalling my experience, I answered slowly, "That really is a whole trip in itself..." A glance at my watch, a few mental tide calculations ... "well, let's head for the (sand) bar instead of New Suffolk and see what's what." Virtually no motor boat traffic ... once we're through North Race the imminent tide change will only be in our favor ... it's only 9:45 am ... I remember exactly where to land ... exploring Robins Island today would be a DOUBLE dream come true.... "Okay, let's go for it!!!"

We paddled hard to the remembered gully in the cliffs, beginning to whisper as we neared the island. Quickly we hid the boat and gear. Our landing was secure and undetected! We easily found a network of old paths and dirt roads. Three deer darted up and away, more in playfulness than in fright. I had a general knowledge of the 445-acre island from paddling around it, and I knew a woman who had been secretary to the long time owner Mackay. I always steered her conversation to experiences at the island.

We deliberately hiked AWAY from where I estimated the buildings (and the feared caretaker) would be. The sky was clear and the sun hot now. The shade of the oaks was welcome and views from the cliffs spectacular. Squirrels scampered about, a painted turtle calmly welcomed us, and osprey called overhead. Two more deer eyed us with even more interest and wonder than we felt toward them! We conversed through signs and whispers and stepped like Indians. The crack of a dry twig underfoot was like a shot! Were we trying not to startle the animals, or not to alert the dreaded caretaker? The bluejays seemed to scream, "People! People!"

The habitat is mostly well drained upland woods, the canopy largely oak. The many fallen trees are particularly evident since there is little underbrush. Some paths obviously had been travelled by a vehicle. After an hour, we realized we were on the main north/south "road" and tire marks were recent. We were risking discovery, but we

had to return in that direction. Quite suddenly, we were in a cluster of about twenty red-shingled structures. Two larger ones, and many smaller. We hesitated a moment in the shadows, but no sign of inhabitants. We moved on quickly.

As we approached the large pond, the two buildings ahead were more likely inhabited. Close to the old dock, a likely headquarters for the caretaker! A sharp retreat and detour, we bushwacked back to a familiar trail leading to our hiding canoe. An occasional boat motor intrudes, but the island feels remote, removed, enveloped in peace. We felt like lucky guests allowed to visit a world known only to the wild animals. Feeling very appreciative and fortunate to have explored and experienced a bit of the mysterious and alluring Robins Island, we left as quickly and unnoticed as we arrived.

Back on the mainland, we learned that two weeks earlier a beach walker had been given a summons! But in the same newspaper, announcement that after a fifteen year "battle", East Enders have saved the island from development. (A West German based firm planned to divide it into building plots.) The County of Suffolk will purchase the island, and access will be limited. So we and future generations will always be able to gaze out into the mist of Peconic Bay and know that there is an island of peace and tranquility, history and mystery, where our animals live undisturbed on their own Peconic Bali Hai.

From "Blazing Paddles", Newsletter of the Nissequogue River Canoe Club.



**Largest Selection of Canoes
in New England
nearly 500 on display**

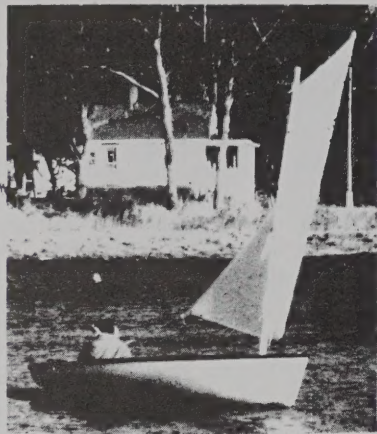
**Old Town, Alumacraft, Michi-Craft
White, Merrimack, Sportsman**

Prices like the good old days.

FERNALD'S

Rt. 1A, Newbury, MA 01951

(508) 465-0312



PISCATAQUA SAILING WHERRY

14'x47" Hand Laid Fiberglass Hull
With Solid Mahogany Gunwales and Seats •
Includes 65 sq ft Sprit Sail Rig • 2 Foot Draft
Dagger Board • One Pair 7' Oars • 2 Rowing
Stations.

BAY of MAINE BOATS

Box 631, Kennebunkport, Maine 04046
207/967-4282

DRAGONWORKS, INC.

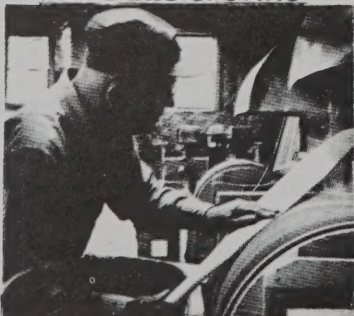
Importers of the Islander

Fiberglass & Plastic
Sea Kayaks
from U.K. & U.S.A.

Accessories • Tours • Instruction

RFD 1, Box 31AA
Bowdoinham, ME 04008
(207) 666-8481

PADDLES & OARS



Maine Craftsmanship at it's
finest. Surprisingly affordable.
Most shipped UPS. Write for
free catalog.

SHAW & TENNEY
BOX 213MB
ORONO, ME 04473



Your Commentary

LOOKING TO USE LEG POWER

I have heard of your little magazine and think it possible that you may have readers with the information I seek.

I spend my winters in a small Mexican village situated at the head of an extensive tidal estuary system about 60 miles long but less than a half-mile in width. Occasionally it widens into large lakes and tidal flats. It is fed by a seasonal river mostly during the summer "rainy season". The tidal range is very small but there are currents that must be overcome. The area is very lightly populated due to difficulty of access and limited fresh water, so it provides a near wilderness with tremendous fishing and fabulous water bird watching.

I want to explore this area on fairly extensive week-long trips and thus need a boat. In some places, short cuts through the necks of many meanders exist, made for canoes and limiting boat width to something less than five feet, so a multi-hull is out.

To date we've found the kayak the perfect craft for the boating we want to do, and Marjorie, my wife of 47 years, and I are happy with the double ended paddles. Presently we own two foldboat types, but find we cannot paddle all day long. We can, however, pedal bicycles all day long, and have averaged over 5,000 miles a year over the past dozen years. We need to take advantage of our still strong leg muscles.

Our kayaks do sail and I wish to retain both the ability to sail and paddle in my proposed craft. I intend to use one of my present 17' hulls as a starting point for design, extending it if necessary to accommodate two "pedalers" instead of "paddlers", seated in a recumbent position. It will be of fiberglass and will have a transom stern adequate for possible use of a tiny outboard. I hope to carry two passengers (300 pounds) and enough gear (about 150 pounds) for taking a week's trip using all the possible modes of propulsion.

I need to find out about available pedal power devices adaptable to my design. I have heard of a sort of drop-in propeller/pedal unit but haven't been able to chase one down. Then I face the problems of

connecting up TWO pedalers to the drive or of having two separate drives and propellers. Hooking up two to one inside introduces a lot of linkages and/or chain drives that must be fit beneath the already very low seats.

I have also heard that years ago duck boats were driven by compressed air generated from a foot powered bellows system. I have had no success in learning more details, though. I think one could be easily built of PVC pipe with pedal driven pistons that would resolve the problems associated with direct drive pedal power, but wonder if two older folks could generate enough power to make it work well.

I would appreciate hearing from any readers interested in this subject. I am a member of the Human Powered Vehicle Association so am aware of what they are doing in pedal boats.

Sam Cox, P.O. Box 1476, Tucson, AZ 85646.

I WAS PROUD OF MY BOAT BY GUM!

Hey, how could you not mention the Goodboat running away from the fleet in the versatility race at Mystic's Small Craft Weekend last June? Were we invisible being so far ahead? Jean Pieretti only crossed first because we didn't notice her. While I was helping Hallie unstep the mast, one of the oars with a worn button slipped through the oarlock horns and floated away. We seemed to be so far in the clear that we felt we could easily go back for it and still win. So we missed her completely. Oh, well, it might have been a different story anyway if Dan Segal's Ducker hadn't been knocked out in a collision.

But I was proud of my boat, by gum!

Mason Smith, Adirondack Goodboats, Box 44, North Point Rd., Long Lake, NY 12847.

GOTTA FINISH "PAPER CANOE"

I'm renewing again because I just gotta finish the "Paper Canoe" series. But, I must say that the "Letters to the G.D. Times" in the July 15th issue are worth the cost!

Stuart Downing, N. Reading, MA.

PERHAPS THE ONLY WAY

Enclosed is my check for another (5th, or 6th?) year of "Messing About in Boats". I get many boating publications but yours is the only one that I read cover to cover, issue after issue. Keep up the good work.

I thought the Strawberry Banke Boatbuilders' Day was a great success. I've watched the decline of true small boat presence in the Small Boat Show and the extinction of the Wooden Boat Show with distress, and think the event at Strawberry Banke is perhaps the only way that a large group of traditional and other small craft builders can be brought together year after year.

I feel your efforts are bringing a great deal of pleasure to a large number of people with a common interest. You personify a way in which one individual can have a truly lasting impact.

Andrew Updegrave, Marblehead, MA

LIKES READER PROJECTS

It's wonderful to get a boating magazine in my mailbox every two weeks instead of every two months. I especially like the articles by readers about their projects. Least useful to me, living on the west coast, is the "Happenings" section dealing as it does mostly with east coast events. Nevertheless, I find I read every issue cover to cover and always wish there were MORE pages in the magazine.

I've designed a couple of boats and will send in drawings and photos soon in hopes you'll find space to fit them in. They're little craft, real messing about types. Both are stitch-and-glue plywood construction, simple and straightforward to build. Some readers might care to duplicate them.

I hope "Messing About in Boats" goes on for many more years, it's the best buy in boating magazines for me. I salute you for putting out such a fine little publication on a shoestring, and really appreciate your Yankee gumption. Keep 'em coming.

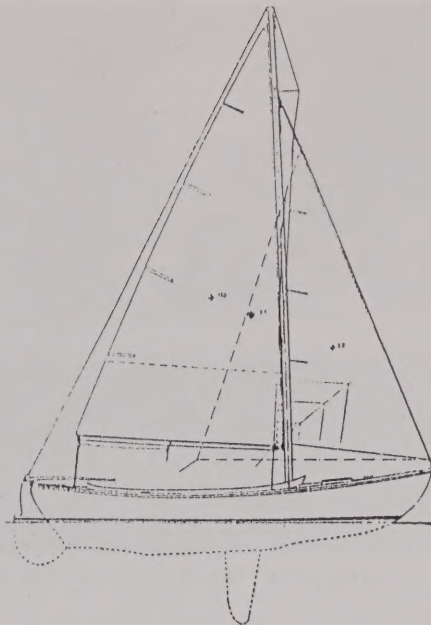
Joe Pallazola, Berkeley, CA.

HOW OTHERS HANDLE SMALL BOAT PROJECTS

"Boats" in the August 1st issue included a photo and note about a Maine Sharpie built and modified by Stan Dziemja. Maybe you could get him to write a short article about his modifications and how she handles?

I'm very interested in how others handle small boat projects like this. Building techniques, modification of plans, original ideas, shop tips, and such. Please, more "Designs & Projects".

Tim Dale, Deal Island, MD.



LIKE TO SEE A "KUSTENJOLLE"

I have always admired the work of Phil Rhodes and recently I acquired the plans for his 19' double-ended "Kustenjolle" boat. "Kustenjolle" is German for "coastal jollyboat" and was designed by Rhodes in 1936 for Robert Baruch. I plan to build one but would first like to see one. Some were built in this country and a number were built in Germany by A & R. If any readers know of the whereabouts of one, I'd like to hear from them.

Jim Beggens, P.O. Box 457, Greenport, NY 11944

CREDIT DUE

Nice magazine, Bob, but where's my photo credit for the picture of Barry Donahue's Whitehall on page 4 of the July 1st issue?

John Lodico, "The Cape Codder", Orleans, MA.

NO NINTH EDITION

We regret that it is not possible for us to publish the ninth edition of our "Boatbuilder's International Directory" as scheduled. Lack of funds and manpower, and increased costs, have caused this to occur. We are returning any checks sent to us in advance for this issue. We do hope to resume in the future.

Peter Whyte, Publisher, "Boatbuilder's International Directory", Box 270, Sausalito, CA 94966.



GREENLAND TYPE SEA KAYAKS
Dunn's Custom-Built Kayaks
8991 S State Rd, Eden, NY 14057
PH: 716-992-3941
SEND \$1 FOR INFORMATION

CORNISH CRABBER MK. II



24' centerboard gaff cutter, 5,200 lbs., draws 2'7"/4'10", four berths, Yanmar 9hp diesel. Tanbark sails, dark green topsides. Beautifully built in England, fiberglass hull and deck with much teak trim and spruce spars. List \$36,827 discount for quick sale. Custom trailer and boom tent also available. See review in "Small Boat Journal" #55.

BRITANIA BOATS, P.O. BOX 5033, ANNAPOLIS, MD 21403, (301) 269-6617

ON DISPLAY INDOORS

LOTS OF
PRE-OWNED
SAILBOATS



COM PAC 16, 19, 23, 27
PRECISION 14, 16, 17, 18, 21, 23
SEA PEARL 21 - PIN TAIL 14
POINT JUDE 16 - STARWING
SAILING CANOES & DINGHIES

FERNALD'S

RT. 1A NEWBURY, MASS. 01961
(508) 465-0312

ON DISPLAY



ALDEN OCEAN SHELLS.

All types and colors, parts
and accessories.

FREE LESSONS

KAYAKS - CANOES
DINGHIES - SKIFFS

THE SMALL BOAT SHOP

at Rex Marine Center
144 Water St, South Norwalk, CT 06854
203-854-5223



"Kittery" in her first race won for the home crowd.

Pulling on the Piscataqua

The Seavey Island Rowing Club had their 32' Scilly Isles gig on display at the Strawberry Banke Boatbuilders' Day, fresh from Dan O'Reilly's second floor boat shop. Boatbuilders O'Reilly, Cliff Punchard, Dennis Glidden, Michael Kelso and Michael Martin were on hand with large smiles to discuss building techniques and the history of the gig's construction.

At noon the Scilly Isles gig, named "Kittery", moved to Pierce's Island for launching. Judy O'Reilly had the honor of christening with a maiden wine of strawberries, made by Cliff Punchard. A large crowd (200+) was on hand to witness the occasion.

After a short practice session, "Kittery" took her place on the starting line with other crews from Hull, Mass., and Rockport, Maine, for the first running of the John Hallett Memorial Gig Race.

The race was created by the Seavey Island Rowing club to honor their late founder. John was also president of the Kittery Naval and Historical Museum and involved with the Navy League, The "Albacore" project, and the Gundalow Project.

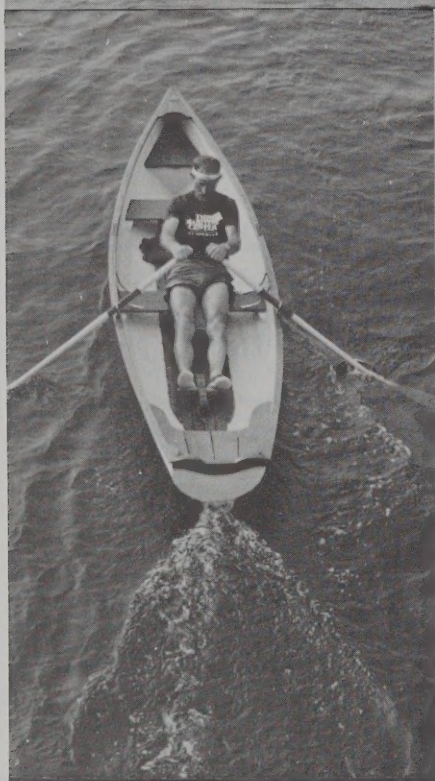
"Kittery" swept the field in her first event, completing the six mile course in one hour, 13 minutes and 58 seconds. The crew from Hull finished in 1:17:53. The Rockport team finished third in 1:19:51.

The Navy Yard Cup was won by Geoff Marshall and Ted Knowles with a time of 14 minutes, 30 seconds, beating out Dan O'Reilly and Cliff Punchard by 22 seconds.

The Hannah Mariner Cup went to the five-member crew from Hull, Mass., in a time of 14 minutes, 55 seconds. First in the Open Class was the crew from Cape Ann Rowing Club in 15:08. First in the Wherry Class were Bonnie Kelso and Kym Cournoyer in 16:03.

The Piscataqua Grand Challenge Cup was captured by the team of Dan O'Reilly and Mel Ross beating out the five-member crew from Cape Ann R.C. by one second in the time of 20:04. Class winners were: Single Wherry Class, Bob Lincoln in 20:55; Double Dory Class, Douglas and Cynthia Edmunds in 24:50; and Stanley Longstaff and Shannon Darr in the Double Peapod Class in 20:40.

Report by Mike Kelso
Photos by Paul Cournoyer



Left above: Bob Lincoln pulling for the finish in his "Little Rangeley".
Left below: Starting lineup for the Grand Cup Challenge, winners O'Reilly and Ross in left foreground.

Some Recent Events

BERKELEY ISLAND AND THE MOSHULU CUP

It was a big weekend - two events involving a lot of our members on the same days. Both have to be described initially together because of the night preceding, which unfortunately did involve everyone.

The Berkeley Island Meet had been planned for June 10/11 and the Moshulu Cup Race fell on June 10. The night before, however, everyone seemed to be at Pyne Poynt the Berkeley Island/Maritime Museum crew (John Brady, Danny Krachuk and Mike Cahill) were here hauling out the Museum boats so that they could be taken down to the shore, and the Moshulu Cup Race crews were here for a skipper's meeting.

The weather wasn't good - it had rained on and off all day, but no warnings were out for heavy winds - it seems that almost out of nowhere, these dark, thudding clouds converged, winds whipped, and twisters struck - boats were lifted off of trailers, a mast snapped, lines were breaking, docks heaving, sheets of plywood flew through the air like scraps of paper. Everyone forgot the danger and scrambled onto boats, holding off, fendering, lassoing boats broken away from the bulkhead, struggling, retying lines - it is incredible that no one was hurt and that most of the boats received only superficial damage.

Everyone who was there that night should give themselves credit because it was your heroism that saved a lot of boats from being total losses. "120 mph winds with all sorts of carnage flying" gave everyone an excuse to ponder the religious aspects, to drink to oblivion, to be late for appointments, to seek new meaning and to tell great stories. A great way to start the weekend.

The next day dawned bright with a crisp breeze. The Berkeley Island Meet attracted boats from all over the tri-state area as well as New York - a Swampscott Dory, several kayaks, Mike Huston's impressive collection of canoes, a 10' skiff and the 13' little skiff that the Museum built last year. Special thanks to Mike Magum who organized the event and provided chase-boats and security. The Museum brought 5 boats - the Garvey, the Tuck-Up, the Better Little Skiff, and two Railbird Skiffs. John Brady's brother David arrived with his 27' cat-ketch rigged fishing dory. The breeze was great (sails were reefed all day Sunday).

The Moshulu Cup Race was incredible - 88 boats registered, '77 finished; the wind was good, the sun was shining, there was enthusiasm, great sportsmanship and lots of fun. Almost unanimously, "Amanda" won the Moshulu Cup (awarded for "sportsmanship, boat appearance, performance and upholding the traditions of sailing on the Delaware"). Congratulations to Bob and Mary Anne Schultz and best wishes for fair winds on their trip north.

Report from the Philadelphia TSCA Newsletter.

AND THEN THERE WAS SERIOUSLY "SIRIUS"

Judy had painted "T" shirts for our crew. We looked trim and neat in our kahki shorts and turquoise "T" shirts with "Sirius" emblazoned across the chest.

We began our day scrounging for a motor since the one hanging from the transom was "no good". Rod located one on a rubber boat conveniently bobbing up and down beside us. Having secured permission from the owner, John, it was removed and placed on our boat with able assistance from Jimmy and others.

Difficulty dealing with the unfamiliar motor prompted our shanghaiing Jimmy, who was not particularly interested in sailing with a crew of somewhat dubious sailing skills who didn't even have beer or cigarettes aboard. His plan, once we motored out into the river and down to the starting point was to be put aboard a chase boat - hopefully Earl's. Somehow that just didn't work out (much to our delight) and he became the reluctant 5th member of the "Sirius" contingency, donning a "T" shirt, but holding fast to his bright red pirate-like head scarf.

The "Sirius" is not a racing boat by any means. She can sail hearty when put to the test, but for the most part enjoys a leisurely bounce through the fray.

We had a grand start, according to plan - several of the larger boats in the fury of getting off locked bowsprits, and there was much holding at bay, but when it was all over they were down river and we were pretty much where we began.

Jimmy was beside himself with dismay, looking off in the distance at the quickly disappearing race. In desperation he suggested that Judy use the drifter. We were game for just about anything at that point. Having been part of the "Sirius" crew last year, I knew the limitations of the boat and already experienced his frustration. This year, however, we had better wind and were doing far better than I had expected.

The jib was removed, the drifter put in place; the drifter was removed, the jib replaced. All

of this was taking place as we moved along at our best pace.

We really sailed "Sirius" harder than she had ever sailed and were rewarded with a little boat that performed splendidly. So here's to the Almost All Women of the stout-hearted "Sirius".

Report by Kyle Hammond, Philadelphia TSCA

PISCATAQUA WHERRY



14' x 47" hand laid fiberglass with mahogany trim. Workmanship is of traditional yacht high quality standards throughout. Molded from original carvel planked 19th century wherry built and used at the mouth of the Piscataqua River. Well balanced with deep, full length keel. For surprising rowing ease, whether by yourself, with passengers or with cargo. Rugged, sturdy rowing boat ideal for pleasure, sport or good health. Amazing stability with sharp entry to the seas and traditional wine-glass transom.

BAY of MAINE BOATS

P. O. BOX 631
KENNEBUNKPORT, ME 04046
(207) 967-4282



THE BEST FOLDING BOAT! SEA SCAMP is totally unique: an elegant wooden dinghy that folds flat in under a minute! Row a "hard" dinghy but stow it anywhere, under the bed, in an RV, along the lifelines, etc! Sail rig and outboard bracket available. BRITANNIA BOATS LTD., PO Box 5033, Annapolis, MD 21403, PH: 301-269-6617.



Thousand Islands

Shipyard Museum

Report & Photos by Bob Hlicks

25th ANNIVERSARY ANTIQUE BOAT SHOW



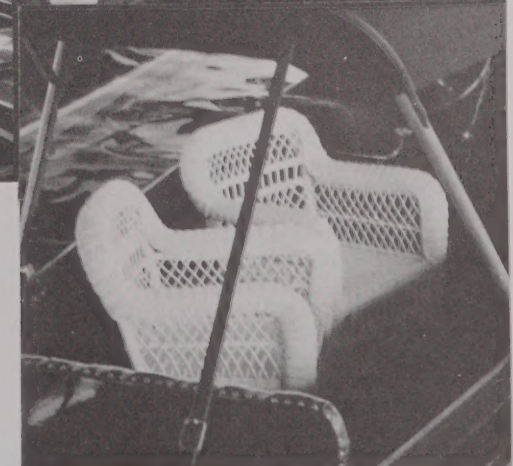
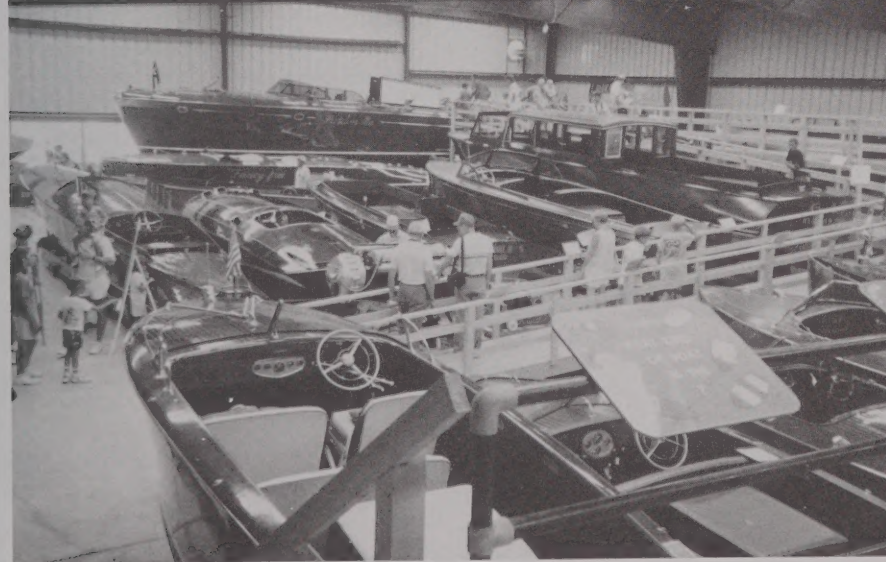
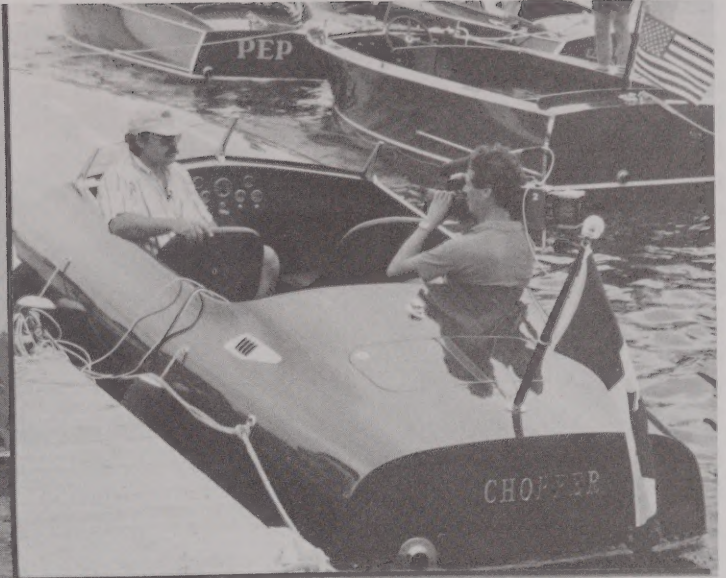
This past August the Shipyard Museum in Clayton, New York, hosted its 25th Annual Antique & Classic Boat Show, the longest running such event in the nation. We went in 1987 and reported at length on the affair that year, for we found the whole ambiance at Clayton to be fascinating. Not just another collection of varnished mahogany lined up for judging, but a wide range of old powerboats, a smaller representation of sail and human powered small craft, and the really interesting people who own and love them. And the setting right where turn of the century power yachting got started has a lingering funkiness suggestive of how it once was when the wealthy on their Thousand Islands summer retreats cruised the headwaters of the St. Lawrence River in gleaming watercraft.

So we returned this summer to Clayton. They enjoyed a golden weekend of weather following a day long Friday parade of thunderstorms which swept away the humidity. And the faithful returned also. We learned that entry had to be limited, that some regulars had to

leave certain boats at home, making a choice of what to bring rather than turning up with the whole family fleet. The town wharf was again closed to public use by town official's decree, additional floats sprouted along the Shipyard Museum waterfront, and a couple of thousand feet of waterfront and docking were lined with boats. Judging went on for those entered in that part of it; the general public jammed the grounds of the Museum along with the boat people to ogle the boats; an auction of mostly unrestored "dreams" took place; a nautical flea market held forth just across the street from the Museum; and a Sunday afternoon waterfront parade of over one hundred classic old boats wrapped it all up.

So many of the boats are from the immediate area that there's a lot of coming and going throughout the weekend, speeding off amongst the islands, giving friends rides, going home for dinner or the night. Those who brought in boats from elsewhere tended more to stay in port, especially if they were entered into the judging. This constant activity dispels much of the static nature these shows tend to present. If I ever, ever get my '47 Chris Craft restored (it's not been worked on in five years) I'd sure take it to Clayton to join in the fun.

Top photo: Phil Sharples gasses his Gold Cup reproduction "Miss Dayton" past the Museum waterfront. Left: Variety in old motorboats.



Left from the top: Ted Valpey's elegant commuter "Jessica" is a 75' Consolidated built in 1930. The small craft section included about 30 boats in all. Inside the Museum's main building, lots of varnished mahogany. Right from the top: TV interview of owner of a 1988 reproduction runabout, a 25' Clarion. "Olde English D", the Domino's Pizza steam launch, returns with a load of passengers. Wicker chairs are essential furnishings of long ago launches.



"ARE YOU GOING TO SELL THEM?"

Jim Lewis sits on the dock next to two of his fleet, commuters "Mavourneen", a 1930 Camper & Nicholson 50', and "Corsair", a 1939 Herreshoff 35'. Lewis, who retired after selling his business to a major conglomerate, mentioned that he grew quite tired of being asked if the boats were for sale!

WITH AND WITHOUT POWER

Trish and Blair Cook had it both ways with their "Vesper Bell" sailing skiff and "Lockmaster Lady" inboard launch. "Vesper Bell" is a 1906 yawl rigged sailing skiff measuring 20', built by Harvey Hodson. "Lockmaster Lady" is a 21'4" inboard launch built by Dowsett in 1920 and powered by a 1914 St. Lawrence twin cylinder 6hp engine. The Cooks do all their own restoration work.



DOMINO'S PIZZA BOAT

The fact that this gorgeous 45' steam launch built in England in 1903 belonged to Domino's Pizza owner Tom Monaghan was not pressed upon one with modern day advertising hustle, but the brochures handed out announced, "Domino's Pizza presents the Steam Launch "Olde English D". Monaghan acquired the boat after restoration to original specs had been made. The "D" refers to his ownership of the Detroit Tigers baseball team.

NO RETIREMENT FOR CAPT. THOMAS

When Ted Valpey (right) bought the 75' Consolidated commuter "Jessica" from a collection donated to Mystic Seaport last year, her captain of 43 years, Capt. Thomas (left) came along. "He thought he was going to be retired," Valpey laughs. While Thomas and the paid crew brought "Jessica" from Mystic to Clayton, Valpey trailered his 1931 Garwood 33' "Wampum" (left) overland from Portsmouth, New Hampshire, himself. "Wampum" has a 600hp V-12 Curtis that drives her to 50mph.





HAPPY HUNDREDTH

Nancy Jerome brought her little 13' St. Lawrence skiff "Scherzo" home to Clayton where it had been built in 1889 for its 100th birthday. Nancy's owned her for 40 years and uses her regularly every summer. Her grandfather had known the boat when it was new.



THE SMALLEST COMMUTER

"Jolly Roger II", a 22' Chris Craft commuter, was the smallest by far in the fleet of ten commuters on hand. Robert Drumm had on display copies of news items about her early tragic history, when she sank in 1932 with loss of life from being overpowered by too large an engine installed by an early owner. Back to a sedate powerplant today, "Jolly Roger II", while compact, has all the commuter arrangements.

GRANDFATHER'S TROUT BOAT

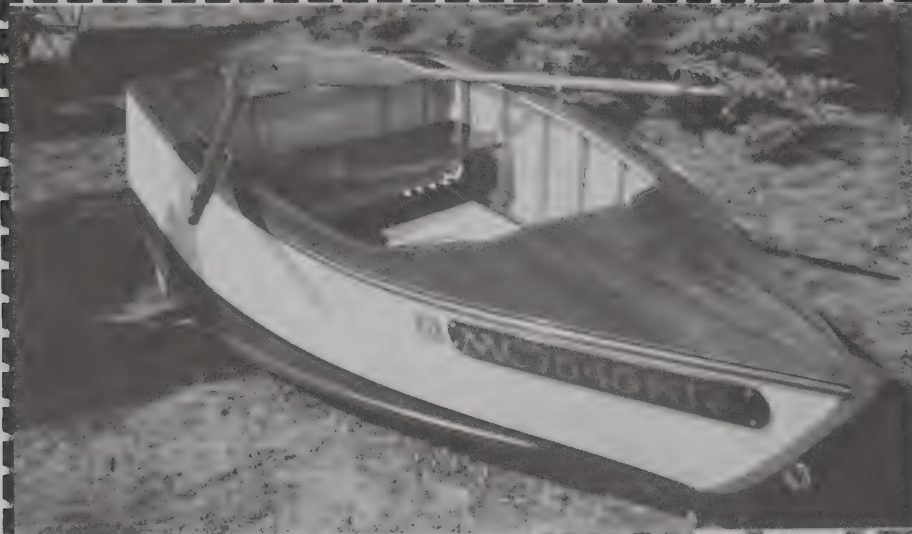
Professional boatbuilder Dan Sutherland (right) of North River Boat Works, built this 12' "Trout Boat" with help from his 92 year old grandfather Ernest in getting the reproduction of the lost family design right. Full story on page 17.



A RARE ALBANY RUNABOUT

Bruce Hall found this rare 1928 Albany Boat Works 32' runabout and teamed up with John Ford to restore it. The engine's not original, it's a 700 cubic inch Sterling that at 2,500 pounds is half the weight of the original. Bruce's research led him to meeting the daughter of the builder, who travelled from her present day home in Louisville, Kentucky, to see her father's creation back in the water again at Clayton.



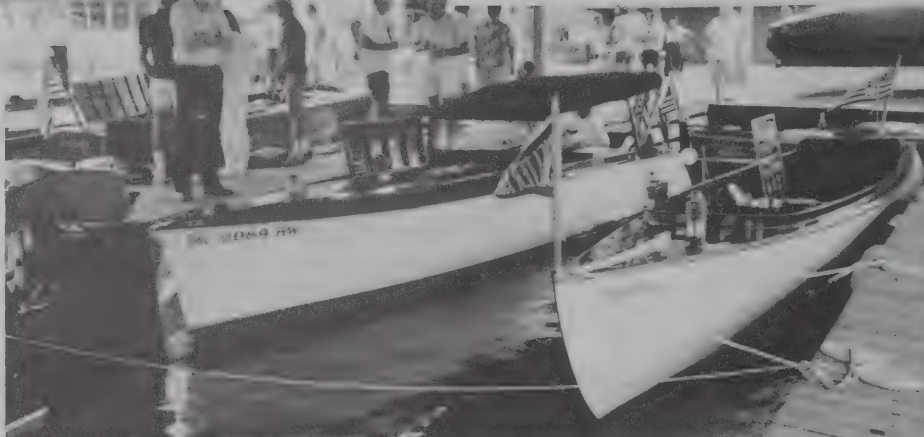


THE FRONT OF THE BOAT

The woman who owns this unique tender was surprised to receive it for a birthday gift. She'd been wanting a little rowboat, so her husband had the tender built as a replica of the stem of their larger sailboat! It was beautifully made. My apologies for having lost that portion of my notes where I had noted her name.

A LITTLE LESS MAHOGANY HERE

White topsides on classic launches are pretty unusual, so "Javelin" (left) and "Dorothy" stood out in the sea of varnish. "Javelin" is a 1925 Fay & Bowen 27' owned by Bill and Julie Monroe. "Dorothy" is a 1914 34' launch built by Theodore Same & Brother of Syracuse, New York, owned by Bill Feikert. "Dorothy" has spent her entire 75 years at Shelter Island on Fourth Lake in Old Forge, New York.



IT DOESN'T HAVE TO BE EXPENSIVE

The 1955 Penn Yan 13' outboard owned by Dave Peach demonstrated that one need not be wealthy to enjoy antique boating. Dave got the boat for practically nothing with its original Evinrude motor, and restored it on his small town contractor's weekly paycheck. The whole family was on hand to enjoy the weekend.

LOCALLY BUILT CLASSIC

"Long Rock II" has more than her beautiful joinerwork going for her, she was built right in Clayton in 1932 by J.E. Lindsay, who ran some sort of boat and motor works in the area from the turn of the century into the late '30's. His first engine business was right on the present day Shipyard Museum site, but "Long Rock II" was built at his later location on Hub Island. The Shipyard Museum owns the boat today.



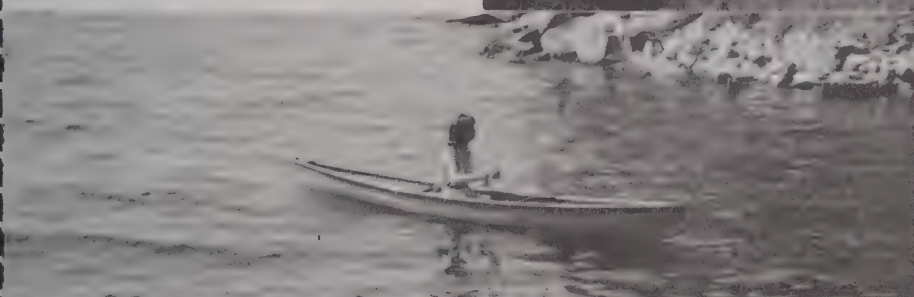


"JUST DUCKY" & "NOWHERE FAST"

The Schwenke family had five boats on display in the small craft section, these two olive drab hunting boats set into a background of marsh reeds set into a camouflage netting were outstanding midst the varnish. "Just Ducky" was built in 1900, "Nowhere Fast" in 1920, both are still just about all original.

THE ONLY ADIRONDACK GUIDEBOAT

This 1903 Lewis & Grant Adirondack Guideboat represented the type amidst mostly local St. Lawrence skiffs. A real "show" boat, the Cappon's painstaking restoration included all the peripheral goodies; fishing and picnicking baskets and gear, framed awards and plaques, photo display, even a prayer rug.



PADDLING TOO

Annie Green paddles in from an outing on the river in one of Geoff Burke's little lapstrake double paddle canoes. Geoff and Annie brought over several of his boats from his shop in Chocorua, New Hampshire. Many of the small boats were frequently on the water.

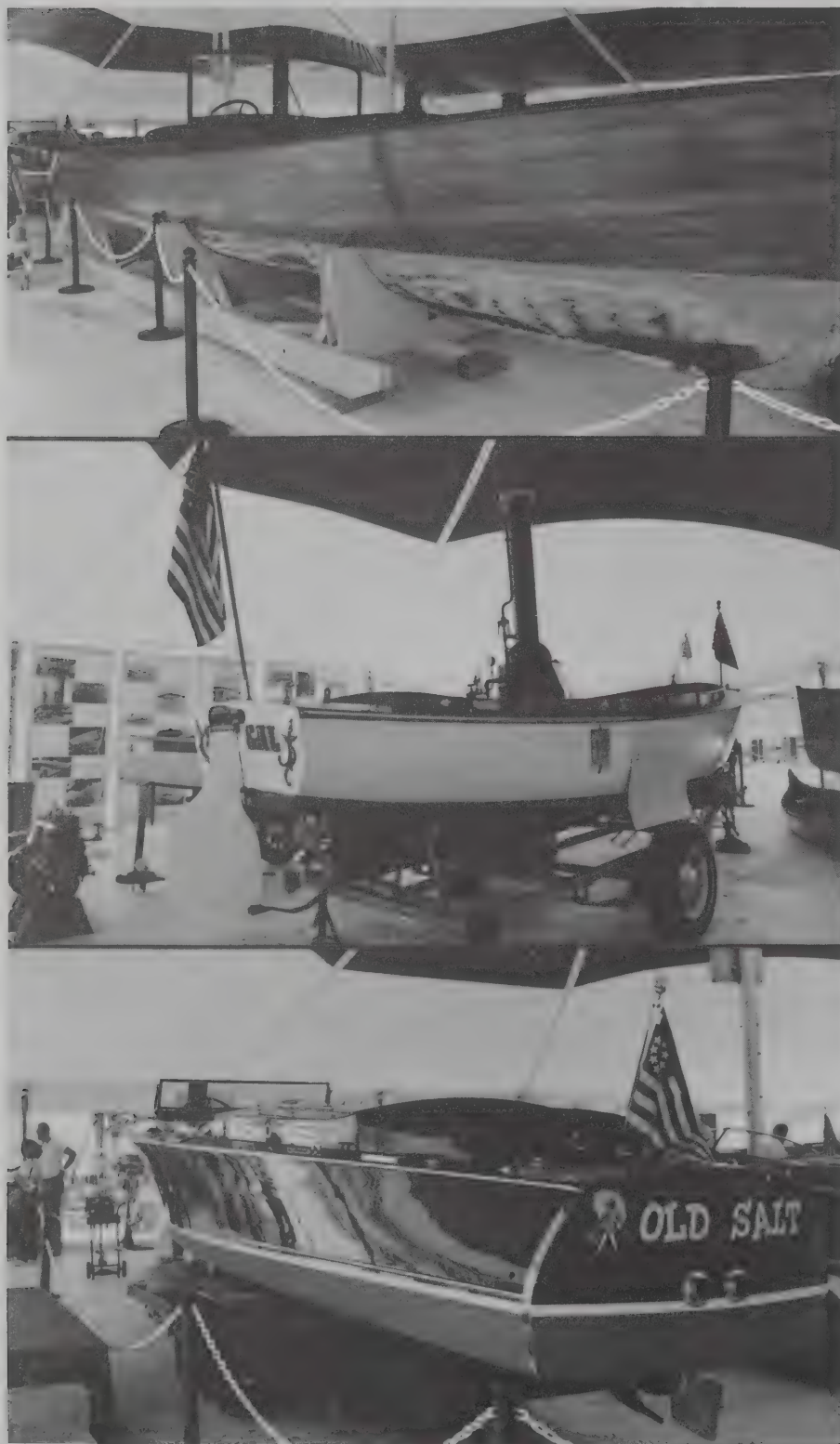
IF YOU'RE GONNA BE JUDGED...

Ken McPherson gets down to polishing the brass valve covers on the engine of his 1914 Gilbert Company 35' slow speed launch, "Charmelee II". The engine compartment is large enough for him to stand right in beside the engine.



"Old Boats-Old Friends"

in Racine



The above was the title of a small section of an in-water boat show sponsored by the National Marine Manufacturers' Association (NMMA) and held at Reefport Marina, Racine, Wisconsin, in late August.

Normally, I'm not drawn to these types of boat shows. However, the added attraction of a chance to view some vintage wooden craft was all that was needed to draw me off the road. The purpose of this particular exhibit was two-fold; first to commemorate the boatbuilding heritage of the Racine area, a heritage dating back to the 1870's when the Racine Boat Company got its start. Fred Gunther, a local historian, gave a presentation tracing the progress of the boating industry in Racine, a history that deserves an article on its own and more properly done by Mr. Gunther rather than this writer.

The second purpose of the exhibit had a missionary side, that being to spread the word about these fine vintage craft and the workmanship they contain. Too many boats like these are being turned into bonfires or undergoing destruction by chainsaws, an inappropriate end to say the least. These boats need to be preserved, not necessarily for their monetary value, but for the history they represent. In an age when "craftsmanship" is becoming an obsolete word, any existing end product of that craftsmanship is in need of preservation so that others can learn.

The exhibit included a delightful variety of watercraft including Chris-Craft, Century, Crosby, Dodge, Racine Boat Company and Old Town, models including a radio-controlled tugboat, various propulsion methods such as old outboards, a "one-lung" two cycle engine literally salvaged intact from a dump and a variety of steam, sail and human power methods.

There was also a second, much less obvious exhibit on display and one that was perhaps, even more important than the boats. It was the group of people who put this first-time-ever exhibit together in hopes that it would become an annual event. A seven-member organizing committee, supported by a

From the top: A 1916 "Speedway 32" runabout, with a Redwing 40hp four cylinder engine, owned by William Gage; a 1903 Racine Boat Co. 19' steam launch owned by Robert Russell; a 1928 Chris Craft 28' runabout originally owned by the chairman of the Morton Salt Co. (note logo on transom), now owned by Don Bauer.

number of sponsors and corporate and political officials produced an excellent, professionally done exhibit, the quality of which belied its "first-time-around" longevity. Helping its success was the ready-made crowd drawn by the In-Water Show run by the NMMA, which actively supported and encouraged the efforts of the Organizing Committee. Evidence that the exhibit was successful came in tangible forms when various officials indicated that they wanted to do it again and unsolicited offerings from viewers to bring their boats and other pertinent items for display in a future show. From the looks of the show and from meeting the people involved in its conception, it appears that much more interest in finding, saving and using vintage wooden craft of all types is being generated in the Racine area.

The National Marine Manufacturers Association is to be commended for its support of this often neglected aspect of the boating world. It is a matter of enlightened self-interest. Anything that draws people to its shows is to the NMMA's advantage and a display of vintage craft and propulsion systems is likely to draw non-boaters more than anything I'm aware of.

Report by Pete Cartier. Photos by Jeremy Cartier.



Left: A "Snipe" built in 1933 in very good original condition, one previous owner, now owned by Eric Woodruff. Right: A 1912 Old Town 17' rowing canoe, delivered to Keldere, New York, in 1912, rediscovered in 1983 and restored. Owned by Bruce Renquist.

DETROIT AREA/LAKE St. CLAIR
Sailing Sea/Touring Kayaks

Balogh Sail Designs

HUGH HORTON SMALL BOATS

15175 Hamilton, DM., Detroit, MI 48203

PH: 313-868-7900

New! The Incredible Beach Hauler™



- A revolutionary new system for hauling any small boat over rock, sand or pebble beaches on seashores, lakes or rivers.
- Ideal for sailing, angling or rowing clubs, boat rentals or beach front homes.
- Works on any small boat whether wood, aluminum or fiberglass.
- Reduces the chance of back strain.
- Ecologically sound alternative.
- Minutes to install or remove and may be left in place indefinitely.

Designed by Harold J. Aune
All rights reserved PATENT PENDING
Copyright © 1989

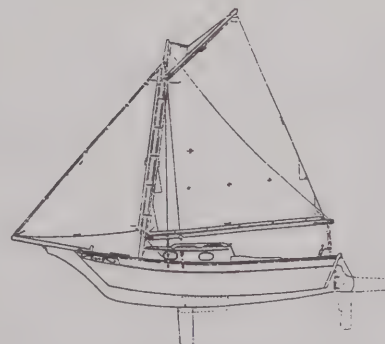
Whitehall Reproductions

Box 1141, Station E,
Victoria, B.C. Canada V8W 2T6
U.S. call 1-800-663-7481
Canada call (604) 384-6574

VISA

MASTERCARD

Build Your Own



19' Friendship Sloop

A classic design that sleeps two, it's the most complete sailboat kit ever offered. Wood components are computer cut and easily assembled by anyone, using our West System (tm) brand epoxy products and simple hand tools. This beautiful weekender can be towed by a small car and built in a single car garage. Send \$2 for a ten page colored information packet.

COMPLETED BOATS AVAILABLE
DEALER INQUIRIES INVITED



ACBS at Lake George

Silver Bay Lodge on Lake George, New York was the scene of the ACBS Adirondack Chapter's 16th annual meet held in August. Over 30 vintage boats were on display with Chris Crafts, Hackers and Garwoods dominating the event.

Blue skies and clear water provided a perfect day for participants to show off their craft and for visitors to ask questions about what kind, what year, how long, who did the work and the ever-popular how many coats of varnish?

While mahogany was present in abundance, a few other boats in various colors added a delightful contrast. Particularly nice were John Ladue's rare red and white 23 foot, 1948 Higgins utility and Gary and Doris Burk's Black-hulled and Red-upholstered Century Raven.

Two awards were given out, "Participants' Choice" and "Peoples' Choice". Unfortunately I couldn't stay around until the awards were



Seventy-eight feet of mahogany. From left; a 1925 Chris Craft Runabout 26' owned by H.H. Smith; a 1928 Chris Craft Cadet 22' owned by Martin Smith; and a 1927 Hackercraft Dolphin Deluxe 30' owned by Bob and Cookie Melrose.

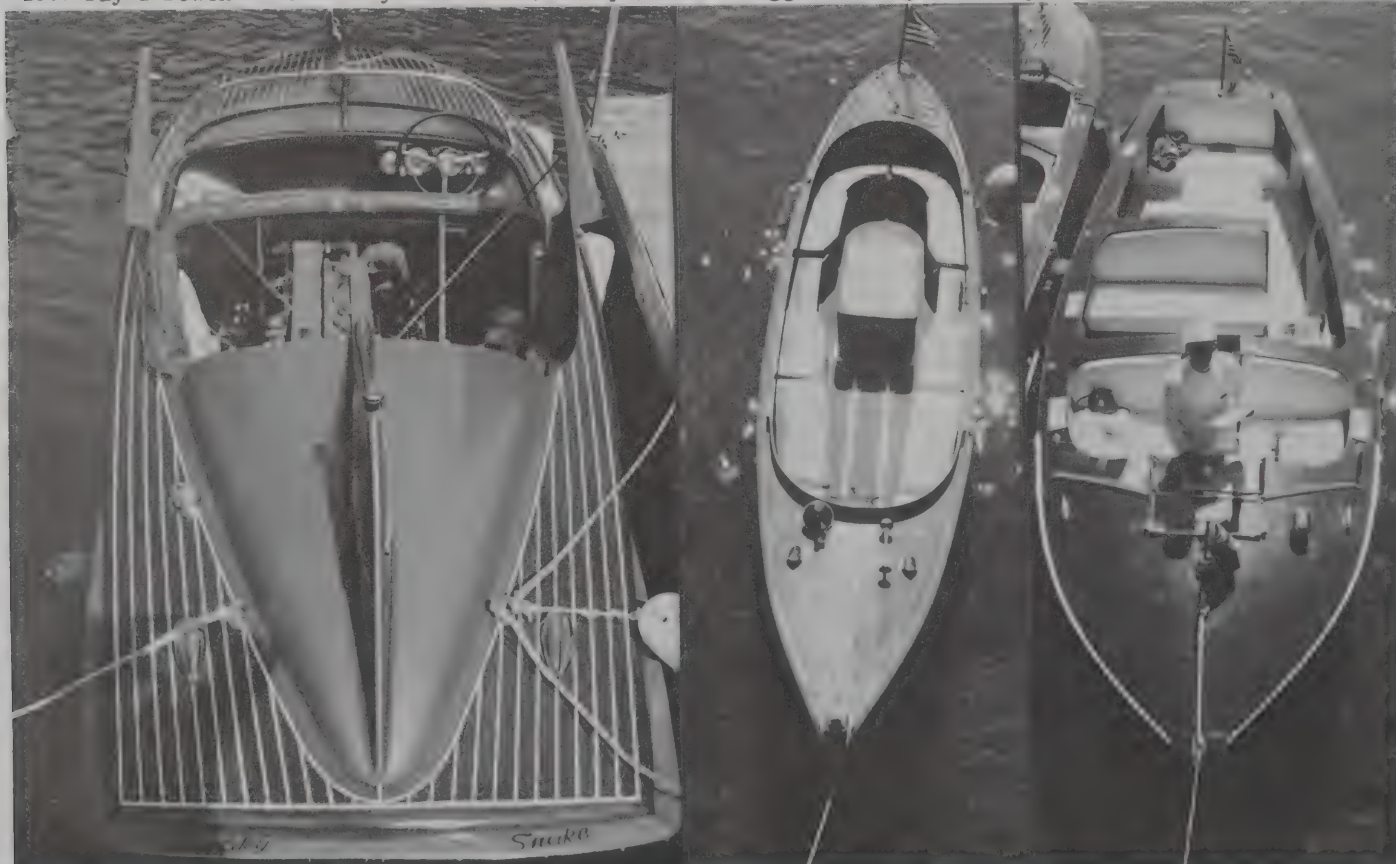
presented. It would have been a difficult choice to make as each boat appealed to different tastes and appetites.

The Antique and Classic Boat Society (ACBS) is a 15 year old organization dedicated to messing about in all types of vintage craft and has a membership of over 2500

representing about 3500 boats. Thirty-one chapters are scattered from coast to coast with a heavy concentration in the Northeast. You need not own a boat to join. For further info, write to: Antique and Classic Boat Society, P.O. Box O, Cedar Knolls, New Jersey, 07927.

Report & Photos from Pete Cartier

From the left: "Sneaky Snake", a 1955 Chris Craft Cobra 18' owned by Howard and Dolores Tubbs; "Paddy", a 1907 Fay & Bowen 25' owned by Peter Hood; "Enry", a 1948 Higgins utility owned by John Ladue.



The History of the Sutherland Trout Boat



Top: Ernest Sutherland in younger days on the lake in a Trout Boat. Bottom: Now 92, Ernest enjoys his first outing in the new replica with builder, grandson Daniel.

This unique small boat was developed for the specific conditions found in trout fishing on three of the Finger Lakes of New York. The central of the three lakes, and home to most of the boat builders, is Keuka Lake; to the west is Canandaigua Lake; and to the east, the largest of the lakes, is Seneca Lake. For as long as people have populated these

waters, they have fished for the large lake trout that live here.

In the 1860's, Seth Green, a local ecologist who had founded the nation's first fish hatchery in Rochester, N.Y., developed a specific fishing rig for these waters. The Seth Green Rig consists of about one hundred feet of line, with five tiers of trailing spoons set at eight foot intervals and a one

pound weight at the end. With this improved rig, the fishermen had a better chance at catching the trout, which ranged in various depths due to water temperature. Fishing not only fed their families, but became an important commercial enterprise. Selling fish to local inns and at the fish markets supplemented the income of many of the families on the lakes.



Top: Hull ready for shutter plank. Bottom: "Ernest S" and "Catherine" at rest ashore, named for builder Sutherland's grandparents.

Early on, fishing was done from traditional double-ended boats constructed by local builders. As the Seth Green Rig became commonplace, the builders, including H. J. Sutherland, began to redesign the boats to accommodate it. The sheer line aft was lowered, leaving six inches of free board, allowing the trolling lines to be run off the stern of the boat without any interference. Due to the rough waters found in these long, deep lakes, a round shaped, carvel-planked hull was developed to allow these 12' - 14' boats to rise over the rough waves.

Between 1900 and 1906, H. J. Sutherland began to build boats, and started to design his transom-sterned trout boat.

Henry, a fisherman, wanted a boat that not only suited the Seth Green Rig, but also performed well in the difficult conditions on the lakes. He developed a "wine-glass" shaped transom, which gave the boat a great deal of reserve buoyancy, while remaining essentially double-ended below the water line. This allowed the boat an easy motion, and it could in fact be rowed in either direction. This enabled ' lines to be retrieved that were caught on the bottom, yet the boats retained the ability to rise above the rough waters.

From 1906 to 1914, Henry had more than fifty of his trout boats upon the Branchport , or northwestern, end of Keuka Lake. During that time period,

Henry also developed and built many "one lung" engine powered launches. Often a launch would tow half a dozen or better trout boats to another part of the lake to fish. At the end of the night they would regroup, and be towed back to town to sell their catch. Henry's reputation as a builder was such that he once built an order of twenty launches that were shipped by train to a dealer in Syracuse, N.Y. His son, Ernest, was often put to work after school to help out in the boat shop. Upon Henry's death, Ernest carried on boat building, as well as other odd jobs, to support his mother and siblings.

One winter, Ernest had a tremendous output of twelve trout boats for local fishermen. With the coming of WW1, though, Ernest went to work for Curtis Airplane Company on the southern end of Keuka Lake. After the war, he continued mechanical and machinist work, building but a few more boats. Ernest's son, Carlyle, spent a few summers during high school and college working for an uncle who also built a few trout boats.

By the time I, Ernest's grandson, became interested in boat building, the remaining family trout boat had been sold off. Ernest felt that a local fisherman would put the boat to better use than all the grandchildren who played roughly. I had heard about the boats for years and had always wanted to locate one of them and to rebuild it. In 1988, I ran into Mark Warden of Dresden, N.Y. He had collected an assortment of local wooden boats and thought he might have a trout boat stored in a barn. I took the boat to my grandfather, Ernest, who said that the boat was a copy of our style, but not the same. Using that boat as a place to start, Ernest and I began to loft and reconstruct the

shape of their original boat. Through the winter of 1988-89, I began to build the replica of the Sutherland Trout Boat, working nights and weekends at the North River BoatWorks, Albany, N.Y.

Built in lightweight carvel construction, the boat was built rightside-up. Battens were stretched over the mold and every other rib was put in place, fastened to the keel and gunwales. The planking style was laid out with the lower edge of most planks being a straight line. With six of the eight planks all the same, a boat could be planked up very quickly. The mold stations were divided into eight equal parts. At each station on the plank, the width was measure directly from the mold and a batten was run to a fair curve for the upper part of the planking. The two planks for the turn of the bilge required a curve on the lower edges as well, measured out as the upper curves were. Once planked, the rest of the ribs were put in and the boat could then be fitted out. One of these boats can now be finished in about one

hundred and fifty hours.

I launched my new trout boat Memorial Day weekend on Keuka Lake at my grandparent's lakeside home. The boat was named *Catherine* after my grandmother. My grandfather, Ernest, went over the boat thoroughly and spoke of only two discrepancies from the original boats. He said that the smaller 12' boats only had one oarlock location, so that when you rowed with two people, the person in the aft seat rowed backwards. The other difference was that the skeg wasn't rounded enough to allow for easy beaching, since the boats always came in aft first.

Ernest and I were the first out in *Catherine*, with about two dozen relatives watching from the shore. Ernest was surely pleased with the performance of the boat. Over the following weekends he went out many a time, and for a ninety-one year old man, he has to be one of the best rowers I have ever seen! He rows with ease, paced and effortlessly, always moving right along. I have since equipped *Catherine* with a fishing rig, true

to the original trout boats. I hope to spend time with Ernest learning the proper use of the rig and the rowing techniques required for fishing from this boat.

I would like to acknowledge the help of Marissa Truax, Ian and Donna Arnot, and the support of North River BoatWorks of Albany, N.Y. in the revival of a family tradition.

North River BoatWorks is proud to say that *Catherine* has gotten a lot of use in the past few months, both with family and friends. We are now producing the Sutherland Trout Boat along with the rest of our line of traditional wooden rowing boats. The trout boat is 11'9", with a beam of 39" and weighs 85 pounds. The boat is selling for \$3,200.00. In addition, we have just acquired a turn of the century one lung engine and are planning the construction of a Sutherland Launch in the near future.

Daniel R. Sutherland
partner, North River BoatWorks
Albany, N.Y.

A Sutherland Launch pulling a string of Trout Boats out for a day of fishing.



"MYTH" LAUNCHED

The successful building of a 15' Chesapeake Bay sailing skiff by a group of three developmentally disabled men, working in a Fairhaven, Massachusetts program for the disabled was celebrated on August 21st with its launching in Fairhaven. Christening the craft "Myth" for its role in shattering the myth that disabled people cannot create such useful and beautiful artifacts was the president of the Fairhaven Savings Bank, financial sponsor of the project for the Nemasket Group. The three builders, Jean Andrade, Michael Greenman and Michael Mooney shared the moment along with their instructor, artist/boat-builder A.D. Tinkham.

Unlike several kayaks, prams and a dinghy all built in Tinkham's woodshop class for the disabled, and locally sold, "Myth" will be kept by his woodshop part of the Job Paths program run by the Nemasket Group to train interested other disabled, as well as the builders, in its use for sailing, fishing, lobstering, exploring and enjoying the surrounding coastal world.

"Myth" is a design by Karl Stambaugh of Maryland known as a "Windward 15", developed from a 1909 crab skiff built by Bill Reeves of Wingate, Maryland. She measures 15'x5', with a 70 sq. ft. sail, and is built of marine ply, mahogany, oak, bronze fasteners and epoxy glue.

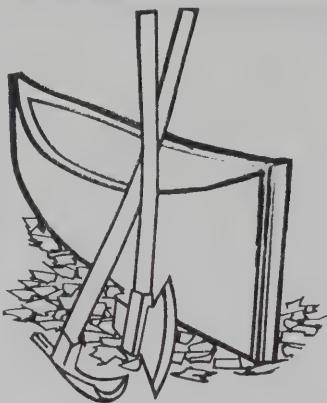
For more information on the Nemasket Group's projects of this nature, contact Louis Nisenbaum, The Nemasket Group, 56 Bridge St., Fairhaven, MA 02719, (508) 999-4436.



DESIGNS & PROJECTS

EARLY CHESAPEAKE SINGLE-LOG CANOES:

A Brief History
and
Introduction to Building Techniques



by

Alexander Lavish and George Surgent
Patuxent Small Craft Guild
CALVERT MARINE MUSEUM
SOLOMONS, MARYLAND

EARLY CHESAPEAKE SINGLE-LOG CANOES

Enclosed is a pamphlet on single-log canoe building that I recently picked up at the Calvert Marine Museum in Solomons, Maryland. Knowing the interest that many readers have in small wooden boat construction, I thought they might be interested to know about this.

The pamphlet isn't theoretical. It documents the museum's own experience in building two single-log dugout canoes, an Indian model and a somewhat lighter and sharper Colonial model.

Evidently they made only limited use of the Indian technique of burning away excess material. As described, outlines were chalked and saw kerfs cut out to these lines, followed by much chunking away with sharp tools. In the more shapely and sophisticated Colonial model, pegs were drilled in from the outside to warn when the inside had been hollowed out to the desired thickness.

In all of this I am most impressed by the statistics. Starting with a three foot diameter tulip poplar log weighing 3,800 pounds, they whittled it down to a canoe weighing 500 pounds in the Indian model and 300 pounds in the Colonial model. Even allowing for the limited use made of burning away material, it still comes to about a ton and a half of wood chips for each canoe.

That's alot of mulch, and maybe some of you married would-be boat builders could get around an otherwise skeptical wife with such a project. You could build a canoe and provide material to keep the weeds down for the next ten years, all in one series of fell swoops with an adze.

I don't think a prospective builder should dwell too long on the problem of getting a 3,800 pound hunk of tulip tree into his yard. He should concentrate instead on the anticipated satisfaction of taking the finished product to a small boat meet. It would drive the taped seam guys crazy!

A copy of the pamphlet, "Early Chesapeake Single-Log Canoes" can be obtained from Publications, Calvert Marine Museum, P.O. Box 97, Solomons, MD 20688. Inquire ahead as to cost.

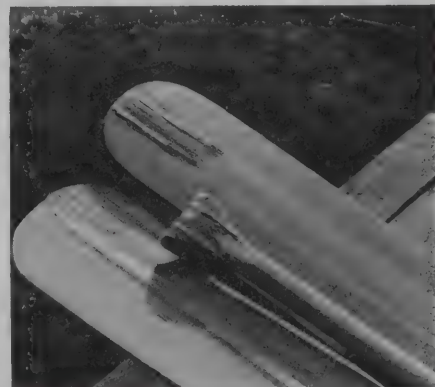
Neil Wilson, Anndsapolis, MD

LAMINATED PADDLE REPAIR

Laminated paddles and oars, particularly those of dissimilar woods (eg: ash or oak with spruce or bass) sometimes separate at their ends. Instead of throwing them out or trying to force the joint back together with clamps and epoxy (doesn't work) try sawing down the middle of the crack, easiest done free hand on the table saw if you have a steady hand. If the crack is parallel to the blade edge you can use the fence. A router can also be used.

The usual 1/8" kerf from the saw blade works with all but the worst warps, where a 1/4" dado might be needed. A spline, if possible from the same wood, can be ripped from scrap and glued into the kerf with epoxy or resorcinol. The photo shows such splines in place before trimming and finishing off.

Charles Schmitt, Glen Cove, NY.



BEEFING UP A KLEPPER SOLO SEAT

It was my second or third time out using Klepper America's solo seat conversion system in my Aerius II. I slid forward a bit to reach something in the bow and perched on the very forward edge of the seat. It promptly collapsed with a shriek of splintering wood. There had been an ominous "crack" as I had first entered the boat, but I had chosen to ignore it for the time being. I discovered that the leg of the seat had broken off where it meets the underside of the seat.

When it was assembled to the keelboard, the back edge of the plywood seat had "floated" above the keelboard with a full 1-1/2" gap between them. Eric Stiller, designer of the solo seat, tells me this is normal. When someone sits on it, the seat simply flexes until the back edge of the seat bottom rests on the keelboard. The tension of this flexing helps to hold the entire unit in position. Stiller said one design that had been considered would include a foam pad on the seat bottom, more to prevent abrasion of the keelboard than to take the stress off the leg, but he had decided it was unnecessary. He said hundreds of seats had been sold in the last two years with no reports of problems.

This solo seat is a very worthwhile accessory for the Aerius II, giving it better control, more paddling power, and a more aesthetically appealing position in the double cockpit for the solo paddler. And for long-legged persons, this seat is an option for a more comfortable bow position when used as a double.

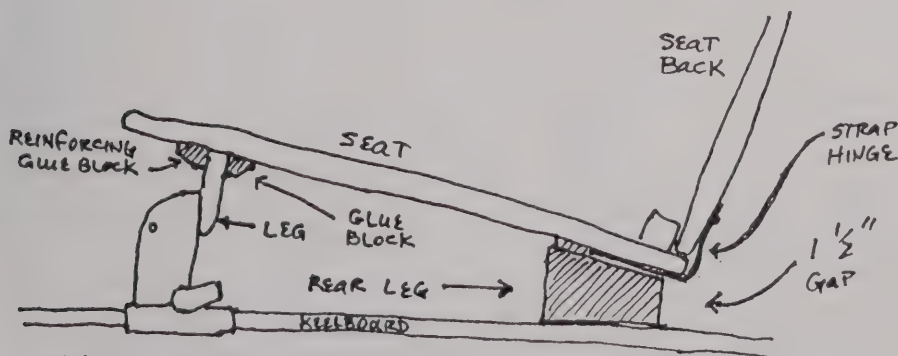
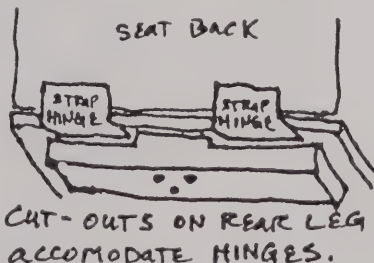
I was reluctant to second guess the people at Klepper America, who certainly know a lot more about their boats than I do, but I've got to say that it looks to me as though the design of the solo seat invites trouble. The tension of the unit's flexing transfers much of the weight of the person in the seat into a twisting force on the seat's leg, which is a half-inch

thick piece of wood running most of the width of the seat, perforated in four places for attachment of the same metal feet which are used to clamp Klepper's rudder pedal assembly to the keelboard.

So I took my seat to a friend, J.P.C. Ludlow, who repairs furniture, to see what could be done to strengthen the unit to prevent the leg's breaking again. Maybe I just had a defective piece of wood, but I think owners of this solo seat ought to consider some modifications along the lines of what Ludlow and I did if they are going to be relying on the seat for expedition use.

After repair, the leg was reinforced by the addition of glued blocks, in this case quarter round moldings, along the front and rear edges of the leg where it meets the seat. Carpenters' glue was used. The wooden parts of the solo seat are varnished and this varnish had to be removed entirely from the areas to be glued to assure strong adhesion. Then we added a rear leg to carry much of the weight of the person in the seat without imposing so much tension on the front leg. With the seat attached to the keelboard, Ludlow measured the depth of the gap where the front and rear edges of this rear leg would meet the seat to assure a custom fit. The block runs across most of the width of the seat but slots were cut into it in both ends to accommodate the hinges which attach the seat back to the bottom. Then to permit later access to these hinges, this rear leg was not glued to the seat, but fastened in place with several stainless countersunk screws.

Ken McCormick, Birchrunville, PA.



WHAT WAS WRONG WITH MY SOLO SEAT- SIDE VIEW WITHOUT THE CUSHIONS - AND THE CURE FOR THE PROBLEM BEING THE SHADDED ADDITIONS OF A REAR "LEG" AND RE-INFORCEMENTS ON THE ORIGINAL LEG.

Marine Canvas Specialists

Fabric Works

Wide Natural Canvas For Decks & Canoes

Custom Services
Bimini
Dodgers
Full Enclosures
Convertible Tops
Cushions
Protective Covers
For All Seasons

Please call for
information, pricing
& catalog

Supplies
Wide Natural Canvas
For Decks & Canoes
Snaps and Grommets
Sunbrella®
Clear Vinyl Glass
Sail Making Accessories
Stainless Steel Tubing

(617) 926-4353

32 MT. AUBURN ST.

WATERTOWN, MA 02172

BLUE HERON KAYAKS



"Let us help you select the right kayak."

Gillies, Mariner, Northwest, West Side Boats
Paddles & Accessories
Hours by Appointment

Lyme, CT 06371-3301

203-434-7835

Small Boat Exchange

JOHN L. FREEMAN



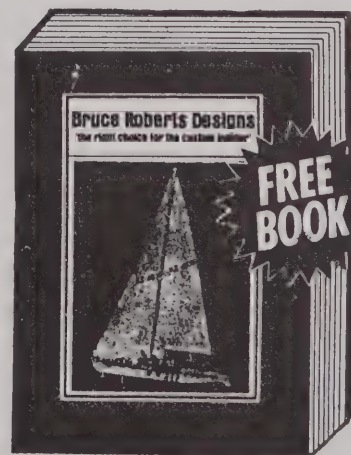
DAYSAILERS • CRUISING SAILBOATS
CLASSIC SEAWORTHY POWERCRAFT
ROWING SHELLS • FINE ROWING CRAFT
CANOES • KAYAKS • DINGHIES
CUSTOM BOATBUILDING

ON THE WATERFRONT

16 KILBURN ST. BURLINGTON, VT

(802) 884-5437

BROKERAGE FOR SAIL AND POWER



NEW BOATBUILDING BOOK

120 page 4-color book tells how you save on every stage of your boatbuilding program. Book covers custom building in STEEL, GLASS, WOOD/ EPOXY, etc. Details on each technique plus Study Plans and color photographs of over 100 Sail and Power boats. Free book sent bulk mail, allow 6 weeks or send \$2 for 1st Class. BRUCE ROBERTS, PO Box 1086-K Severna Park, MD 21146



VOYAGE OF THE PAPER CANOE:

A GEOGRAPHICAL JOURNEY OF 2500 MILES, FROM
QUEBEC TO THE GULF OF MEXICO,
DURING THE YEARS 1874-5.

BY
NATHANIEL H. BISHOP,

CHAPTER XIII.

FROM THE SAVANNAH RIVER TO FLORIDA.

"DE SHOUTINGS" ON DOBOY ISLAND.— BROUGHTON ISLAND.
— ST. SIMON'S AND JEKYL ISLANDS.— INTERVIEW WITH AN
ALLIGATOR.— A NIGHT IN JOINTER HAMMOCK.— CUMBERLAND
ISLAND AND ST. MARY'S RIVER.— FAREWELL TO THE SEA.

It was now Saturday, and as I rowed through the marsh thoroughfare called New Tea Kettle Creek, which connects Mud River with Doboy Sound near the southern end of Sapelo Island, I calculated the chances of finding a resting-place for Sunday. If I went up to the mainland through North and Darien rivers to the town of Darien, my past experience taught me that instead of enjoying rest I would become a forced exhibiter of the paper canoe to crowds of people. To avoid this, I determined to pass the day in the first hammock that would afford shelter and fire-wood; but as the canoe entered Doboy Sound, which, with its inlet, separates Sapelo from the almost treeless Wolf Island, the wind rose with such violence that I was driven to take refuge upon Doboy Island, a small marshy territory, the few firm acres of which were occupied by the settlement and steam saw-mill of Messrs. Hiltons, Foster & Gibson, a northern lumber firm.

Foreign and American vessels were anchored under the lee of protecting marshes, awaiting their cargoes of sawed deals and hewn timber; while rafts of logs, which had been borne upon the currents of the Altamaha and other streams from the far interior regions of pine forests, were collected here and manufactured into lumber.

One of the proprietors, a northern gentleman, occupied with his family a very comfortable cottage near the store and steam saw-mill. As the Doboy people had learned of the approach of the paper canoe from southern newspapers, the little craft was identified as soon as it touched the low shores of the island.

I could not find any kind of hotel or lodging-place in this settlement of Yankees, Canadians, and negroes, and was about to leave it in search of some lone hammock, when a mechanic kindly offered me the floor of an unfinished room in an unfinished house, in which I passed my Sunday trying to rest, and obtaining my meals at a restaurant kept by a negro.

A member of the Spaulding family, the owners of a part of Sapelo Island, called upon me, and seeing me in such inhospitable quarters, with fleas in hundreds invading my blankets, urged me to return with him to his island domain, where he might have an opportunity to make me comfortable. The kind gentleman little knew how hardened I had become to such annoyances as hard floors and the active flea. Such inconveniences had been robbed of their discomforts by the kind voices of welcome which, with few exceptions, came from every southern gentleman whose territory had been invaded by the paper canoe.

There was but one place of worship on the island, and that was under the charge of the negroes. Accepting the invitation of a nephew of the resident New England proprietor of Doboy Island to attend "de shoutings," we set out on Sunday evening for the temporary place of negro worship. A negro girl, decked with ribbons, called across the street to a young colored delinquent: "You no goes to de shoutings, Sam! Why fur? You neber hears me shout, honey, and dey *do* say I shouts *so* pretty. Cum 'long wid me now."

A few blacks had collected in the small shanty, and the preacher, an old freedman, was about to read a hymn as we entered. At first the singing was low and monotonous, but it gradually swelled to a high pitch as the negroes became excited. Praying followed the singing. Then the black preacher set aside "de shouting" part of the service for what he considered more important interests, and discoursed upon things spiritual and temporal in this wise:

"Now I'se got someting to tell all of yese berry 'portant." Here two young blacks got up to leave the room, but were rudely stopped by a negro putting his back against the door. "No, no," chuckled the preacher, "yese don't git off dat a-way. I'se prepared fur de ockasun. Nobody gits out ob dis room till I'se had my say. Jes you set down dar. Now I'se goin' to do one ting, and it's dis: I'se goin' to spread de Gospel all ober dis yere island of Doboy. Now's de time; talked long 'nuf, too long, 'bout buildin' de church. Whar's yere pride? whar is it? Got none! Look at dis room for a church! Look at dis pulpit—one flour-barrel wid one candle stickin' out ob a bottle! Dat's yere pulpit. Got no pride! Shamed o' yeresefts! Here white men comes way from New York to hear de Gospel in dis yere room wid flour-barrel fur pulpit, and empty bottle fur candlestick. No more talk now. All go to work. De mill people will gib us lumber fur de new church; odders mus' gib *money*. Tell ebbry cullud pusson on de island to cum on Tuesday and carry lumber, and gib ebbry one what he can,—one dollar apiece, or ten cents if got no more. De white gemmins we knows whar to find when we wants dar money, but de cullud ones is berry slippery when de hat am passed round."

At the termination of the preacher's exhortation, I proposed to my companion that I should present the minister with a dollar for his new church, but, with a look of dismay, he replied: "Oh, don't give it to the *preacher*. Hand it to that other negro sitting near him. We never trust the *preacher* with money; he always spends the church-money. We only trust him for *preaching*."

Monday, March 1st, opened fair, but the wind arose when the canoe reached Three Mile Cut, which connects the Darien with Altamaha River. I went through this narrow steamboat passage, and being prevented by the wind from entering the wide Altamaha, returned to the Darien River and ascended it to General's Cut, which, with Butler River, affords a passage to the Altamaha River. Before entering General's Cut, mistaking a large, half submerged alligator for a log on a mud bank, the canoe nearly touched the saurian before he was roused from his nap to retire into the water. General's Cut penetrates a rice plantation opposite the town of Darien,

to Butler's Island, the estate of the late Pierce Butler, at its southern end. Rice-planting, since the war, had not proved a very profitable business to the present proprietors, who deserve much praise for the efforts they have made to educate their freedmen. A profitable crop of oranges is gathered some seasons from the groves upon Butler's Island.

From the mouth of General's Cut down Butler River to the Altamaha was but a short row. The latter stream would have taken me to Altamaha Sound, to avoid which I passed through Wood's Cut into the South Altamaha River, and proceeded through the lowland rice-plantations towards St. Simon's Island, which is by the sea. About the middle of the afternoon, when close to Broughton Island, where the South Altamaha presented a wide area to the strong head-wind which was sending little waves over my canoe, a white plantation-house, under the veranda of which an elderly gentleman was sitting, attracted my attention. Here was what seemed to be the last camping-ground on a route of several miles to St. Simon's Island.

If the wind continued to blow from the same quarter, the canoe could not cross Buttermilk Sound that night; so I went ashore to inquire if there were any hammocks in the marshes by the river-banks between the plantation and the sound.

The bachelor proprietor of Broughton Island, Captain Richard A. Akin, posted me as to the route to St. Simon's Island, but insisted that the canoe traveller should share his comfortable quarters until the next day; and when the next day came round, and the warm sun and smooth current of the wide Altamaha invited me to continue the voyage, the hospitable rice-planter thought the weather not settled enough for me to venture down to the sound. In fact, he held me a rather willing captive for several days, and then let me off on the condition that I should return at some future time, and spend a month with him in examining the sea islands and game resources of the vicinity.

Captain Akin was a successful rice-planter on the new system of employing freedmen on wages, but while he protected the ignorant blacks in all their newly-found rights, he was a thorough disciplinarian. The negroes seemed to like their employer, and stuck to him with greater tenacity than they did to those planters

who allowed them to do as they pleased. The result of lax treatment with these people is always a failure of crops. The rivers and swamps near Broughton Island abound in fine fishes and terrapin, while the marshes and flats of the sea islands afford excellent opportunities for the sportsman to try his skill upon the feathered tribe.

On Monday, March 9th, the *Maria Theresa* left Broughton Island well provisioned with the stores the generous captain had pressed upon my acceptance. The atmosphere was softened by balmy breezes, and the bright sunlight played with the shadows of the clouds upon the wide marshes, which were now growing green with the warmth of returning spring. The fish sprang from the water as I touched it with my light oars.

St. Simon's Island, — where Mr. Pierce Butler once cultivated sea-island cotton, and to which he took his English bride, Miss Kemble, — with its almost abandoned plantation, was reached before ten o'clock. Frederica River carried me along the whole length of the island to St. Simon's Sound. When midway the island, I paused to survey what remains of the old town of Frederica, of which but few vestiges can be discovered. Pursuing my journey southward, the canoe entered the exposed area of St. Simon's Sound, which, with its ocean inlet, was easily crossed to the wild and picturesque Jekyl Island, upon which the two bachelor brothers Dubignon live and hunt the deer, enjoying the free life of lords of the forest. Their old family mansion, once a haven of hospitality, where the northern tourist and shipwrecked sailor shared alike the good things of this life with the kind host, was used for a target by a gunboat during the late war, and is now in ruins.

Here, twenty years ago, at midnight, the slave-yacht "*Wanderer*" landed her cargo of African negroes, the capital for the enterprise being supplied by three southern gentlemen, and the execution of the work being intrusted, under carefully drawn contracts, to Boston parties.

The calm weather greatly facilitated my progress, and had I not missed Jekyl Creek, which is the steamboat thoroughfare through the marshes to Jekyl and St. Andrew's Sound, that whole day's experience would have been a most happy one. The mouth of Jekyl Creek was a narrow

entrance, and being off in the sound, I passed it as I approached the lowlands, which were skirted until a passage at Cedar Hammock through the marsh was found, some distance from the one I was seeking. Into this I entered, and winding about for some time over its tortuous course, at a late hour in the afternoon the canoe emerged into a broad watercourse, down which I could look across Jekyl Sound to the sea.

This broad stream was Jointer Creek, and I ascended it to find a spot of high ground upon which to camp. It was now low water, and the surface of the marshes was three or four feet above my head. After much anxious searching, and a great deal of rowing against the last of the ebb, a forest of pines and palmetto-trees was reached on Colonel's Island, at a point about four miles — across the marshes and Brunswick River — from the interesting old town of Brunswick, Georgia.

The soft, muddy shores of the hammock were in one place enveloped in a thicket of reeds, and here I rested upon my oars to select a convenient landing-place. The rustling of the reeds suddenly attracted my attention. Some animal was crawling through the thicket in the direction of the boat. My eyes became fixed upon the mysterious shaking and waving of the tops of the reeds, and my hearing was strained to detect the cause of the crackling of the dry rushes over which this unseen creature was moving. A moment later my curiosity was satisfied, for there emerged slowly from the covert an alligator nearly as large as my canoe. The brute's head was as long as a barrel; his rough coat of mail was besmeared with mud, and his dull eyes were fixed steadily upon me. I was so surprised and fascinated by the appearance of this huge reptile that I remained immovable in my boat, while he in a deliberate manner entered the water within a few feet of me. The hammock suddenly lost all its inviting aspect, and I pulled away from it faster than I had approached. In the gloom I observed two little hammocks, between Colonel's Island and the Brunswick River, which seemed to be near Jointer's Creek, so I followed the tortuous thoroughfares until I was within a quarter of a mile of one of them.

Pulling my canoe up a narrow creek towards the largest hammock, until the creek ended in

the lowland, I was cheered by the sight of a small house in a grove of live-oaks, to reach which I was obliged to abandon my canoe and attempt to cross the soft marsh. The tide was now rising rapidly, and it might be necessary for me to swim some inland creek before I could arrive at the upland.

An oar was driven into the soft mud of the marsh and the canoe tied to it, for I knew that the whole country, with the exception of the hammock near by, would be under water at flood-tide. Floundering through mud and pressing aside the tall, wire-like grass of the lowland, which entangled my feet, frequently leaping natural ditches, and going down with a thud in the mud on the other side, I finally struck the firm ground of the largest Jointer Hammock, when the voice of its owner, Mr. R. F. Williams, sounded most cheerfully in my ears as he exclaimed: "Where *did* you come from? How did you get across the marsh?"

The unfortunate position of my boat was explained while the family gathered round me, after which we sat down to supper. Mr. Williams felt anxious about the cargo of my boat. "The coons," he said, "will scent your provisions, and tear everything to pieces in the boat. We must go look after it immediately." To go to the canoe we were obliged to follow a creek which swept past the side of the hammock, opposite to my landing-place, and row two or three miles on Jointer Creek. At nine o'clock we reached the locality where I had abandoned the paper canoe. Everything had changed in appearance; the land was under water; not a landmark remained except the top of the oar, which rose out of the lake-like expanse of water, while near it gracefully floated my little companion. We towed her to the hammock; and after the tedious labor of divesting myself of the marsh mud, which clung to my clothes, had been crowned with success, the comfortable bed furnished by my host gave rest to limbs and nerves which had been severely overtaxed since sunset.

The following day opened cloudy and windy. The ocean inlet of Jekyl and St. Andrew's sounds is three miles wide. From the mouth of Jointer Creek, across these unprotected sounds, to High Point of Cumberland Island, is eight miles. The route from the creek to Cumberland

Island was a risky one for so small a boat as the paper canoe while the weather continued unpropitious. After entering the sounds there was but one spot of upland, near the mouth of the Satilla River, that could be used for camping purposes on the vast area of marshes.

During the month of March rainy and windy weather prevail on this coast. I could ill afford to lose any time shut up in Jointer's Hammock by bad weather, as the low regions of Okefenokee Swamp were to be penetrated before the warm season could make the task a disagreeable one. After holding a consultation with Mr. Williams, he contracted to take the canoe and its captain across St. Andrew's Sound to High Point of Cumberland Island that day. His little sloop was soon under way, and though the short, breaking waves of the sound, and the furious blasts of wind, made the navigation of the shoals disagreeable, we landed quietly at Mr. Chubbs' Oriental Hotel, at High Point, soon after noon.

Mr. Martin, the surveyor of the island, welcomed me to Cumberland, and gave me much information pertaining to local matters. The next morning the canoe left the high bluffs of this beautiful sea island so filled with historic associations, and threaded the marshy thoroughfare of Cumberland and Brickhill River to Cumberland Sound. As I approached the mouth of the St. Mary's River, the picturesque ruins of Dungeness towered above the live-oak forest of the southern end of Cumberland Island. It was with regret I turned my back upon that sea, the sounds of which had so long struck upon my ear with their sweet melody. It seemed almost a moan that was borne to me now as the soft waves laved the sides of my graceful craft, as though to give her a last, loving farewell.



Don't lug that heavy thing!

GET A PORTABLE ALUMINUM CANOE &
SMALL BOAT DOLLY FROM US! \$99.50
DELIVERED TO YOUR DOOR!

BERKSHIRE OUTFITTERS RT.8, ADAMS, MA 01220
CANOE & KAYAK CENTER (413) 743-5900 (Tues.-Sat.)



BUILD YOUR OWN CAPE COD CATBOAT

Send \$3 for new 3rd edition of the CATBOAT DESIGN BOOK-LET describing designs for 11'-29' catboats.

CHARLES W. WITTHOLZ
100 WILLIAMSBURG DR
SILVER SPRING, MD 20901

MULTIHULL DESIGNS

Flying Cat Fleet. Double Up. Cruiser Cat. Phantom Fox. Custom. Sales Listings. Send \$3 for study package.

OCEANSPEACE DESIGN
19327 Northampton Dr.
Saratoga, CA. 95070
PH: 408-252-7445



"TRACY O'BRIEN...NOW STANDS at the forefront of Dory-Skiff evolution," writes John Gardner. Find out why. Catalog of 9 designs for oar, power, and sail, plus "Plywood Composite Construction" article reprint, \$3 ppd. **HEADWATER BOATS**, 156 Bunker Creek Rd., Chehalis, WA 98532.



Bobcat 12'3" x 6'0"

Designer Phil Bolger and builder Harold Payson have developed a tack-and-tape multi-chine version of the classic BEETLE CAT that puts the charm and the performance of this famous one-design within the reach of home builders with a minimum investment in time and money.

PLEASE SEND ME:

- ☐ Complete construction plans and instructions for \$35.00
- ☐ Study plan packet for Bobcat and 23 other easy-to-build Instant Boats for \$5.00

* NEW BOOK * "Build the Instant Catboat" \$9.95 + \$1.00 S&H.

NAME _____
ADDRESS _____
CITY _____ STATE _____ ZIP _____

Harold H. Payson & Co.
Dept. MB, Pleasant Beach Road
South Thomaston, Maine 04850 207-594-7587

Plans



Boat

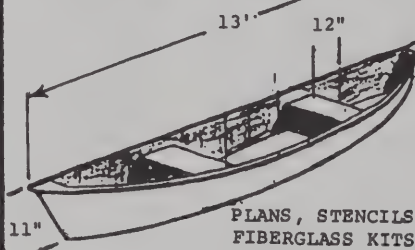
Plans & Kits

- Full size patterns
 - Instruction manual
 - Design portfolio
- send \$1.00



MONFORT ASSOCIATES
RFD 2 Box 416 • Wiscasset, Maine 04578

CAJUN PIROGUE



PLANS, STENCILS
FIBERGLASS KITS
Lightweight, sturdy,
maneuverable. Excellent
hunting, fishing boat.
Send SASE for info.

385 PLYMOUTH ST.
HALIFAX, MA 02338 (617) 335-3643

LEARN YACHT & COMMERCIAL BOAT DESIGN OR WOODEN BOAT BUILDING

Two full-time residential programs combine theory with practice in creative and challenging environment. Design students study marine engineering and drafting along with CAD training and daily exposure to an active boatshop. Boatbuilding students learn to construct a classic wooden dory and a graceful day sailer with the option of a cruising boat instead. Equal opportunity enrollment. V.A. approved.

THE LANDING SCHOOL

P.O. Box 1490 M
Kennebunkport, Maine C4046
(207) 985-7976

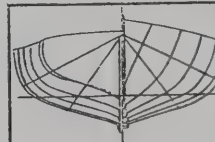


WINDWARD 15 features classic lines and quality construction designed to ensure years of lasting enjoyment. She's able, weatherly and will excel as a daysailer and beach cruiser. You will appreciate the ease of trailering and rigging for an evening or extended sail. Study plans, \$2.50; complete set of plans with building illustrations, \$45; quotes on completed boat available upon request. She'll be admired wherever she sails. **WINDWARD DESIGNS**, 794 Creek View Rd., Severna Park, MD 21146. Attn: Karl Stambaugh, NA.

If you want to build an elegant round bilge kayak or recreational rowing shell from just two 8'x4' sheets of plywood without first making a mold, you have no choice. There is only one answer:

DK DESIGNS from **DENNIS DAVIS**

The Flat, Himbleton Manor, Droitwich, WR9 7LE, ENGLAND
\$2 will bring you an illustrated leaflet by return.



INNOVATIVE DESIGNS
FOR THE
AMATEUR BUILDER
STOCK PLANS
CUSTOM DESIGNS
SAIL, ROW, POWER/PADDLE

ROBERT W. STEPHENS WOODEN BOATS
32 PINE ST. #3 LISBON FALLS ME 04252
(207) 353-9616 SEND \$2 FOR CATALOG

WESTON FARMER

BUILDING PLANS & ARTICLE REPRINTS

BUILD A WESTON FARMER CLASSIC DESIGN. 15 plans available for the amateur boatbuilder from 10' launch **IRREDUCIBLE** to famous 32' blue-water ketch **TAHITIANA**. Send \$2 for catalog defining specs, plans, contents, prices, etc.

READ & ENJOY A WESTON FARMER BOAT STORY. We have 20 article reprints on small boat designs written through the years by E. Weston Farmer, N.A., considered by many to have been one of the outstanding marine writers of all time. Delightful reading for only \$1 per page. All articles include lines drawings, offsets, etc. that you can use. Send \$2 for catalog listing.

WESTON FARMER ASSOCIATES

18970 AZURE ROAD WAYZATA, MINNESOTA 55391

612-473-2360

Builders & Restorers



Replica Rushton and St. Lawrence Skiffs

NORTH RIVER BOATWORKS

6-M Elm St., Albany, New York 12202 518-434-4414

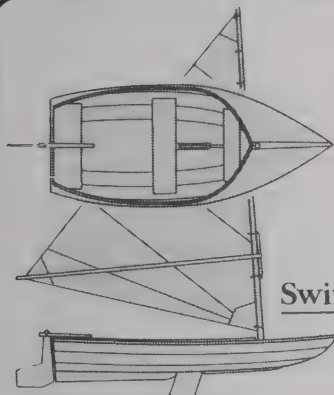
Information \$2.00

Hadden & Stevens Boatbuilders



Specialists in Wooden Boat Construction & Repair

65 Main St., Topsham, Maine 04086 (207) 729-7402 / 443-3533



Modern wooden boats
for rowing and sailing

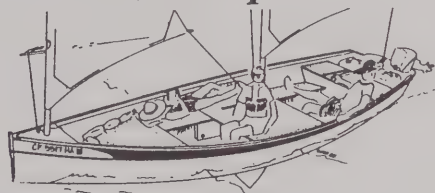
Ask for details
on our new 19'.

Swiftly

LENGTH: 12'0"
WEIGHT: 105 Lbs.
KIT: \$750
FINISHED: \$1,600
CATALOG: \$2.00

R.R. 2 Box 289-C St. Albans, VT 05478 (802) 524-9645

HERON 19' Sharpie Schooner



ALSO:

NAVIGATOR Cruising Dinghy, Oyster 20 & 26
Sloops; ARROWHEAD & BUTTERCUP Yacht
Tenders, BOXER 14 & 16; SEAL & SEA VENTURE
Sharpies 16 to 30', Six Powerboats.

SEALIGHT
thermoplastic sheet construction

Catalog \$3

Stephen Wilce Boats
P.O. Box 962, Winters, CA 95694
(916) 795-4816

CLASSIC CRUISING BOATS

13' to 20'



Modern Lightweight Wood Construction

- Double Paddle Canoes
- Decked Sailing Canoes
- Canoe Yawls



Specs \$2.00

William Clements

Boat Builder

P.O. Box 87W

18 Mt. Pleasant St.,

No. Billerica, MA 01862

(508) 663-3103

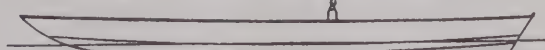


TRADITIONALLY BUILT SMALL CRAFT

SKIFFS, DORIES, YACHT TENDERS - SAIL, OAR, MOTOR

HONEST BOATS AT HONEST PRICES

ALSO "TORPEDO" PLYWOOD RECREATIONAL SHELL



STUDY PRINT \$3

PLANS \$25

CALL OR WRITE ABOUT YOUR NEXT WOODEN BOAT

ROB BARKER P.O. BOX 10, MONTAGUE, MA 01351 PH. (413) 367-2424



Seaport's Boston Boat Shop

Pier 3
Charlestown Navy Yard
Boston, MA
617-242-1475

SPECIALIZING IN:

Wooden boat construction and repair
Custom skiffs built to order
Restoration work
Custom interior joinery work
Spar varnishing
Exterior finishing

Dock space available for some jobs

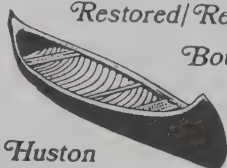
Boatbuilding and lofting classes

Visitors are welcome to observe our current projects,
we are two piers over from the U.S.S. Constitution

New England Historic Seaport
Building 10, Charlestown Navy Yard
Boston MA 02129 / 617-242-1414

Wood/Canvas Canoes

Restored/Recanvased
Bought/Sold



Mike Huston
Phila. PA

1-215-342-8705

Woodstrip Watercraft



CANOES,
KAYAKS &

SMALL BOATS

Built in modern wood construction.
Also Accessories, Supplies, Resto-
ration & Repair, Custom Designs.

AL BRATTON
Builder
P.O. Box 1140
Lansdale, PA 19446
215-234-0680

Repair & Restoration

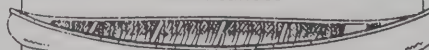
Of Wooden Boats
Custom Built Traditional Wooden Boats

HUMPHREY BOAT WORKS

45 AUCOOT RD. MATTAPOISETT, MA
(508) 758-6234

HARDKNOCKS CANOE SHOP

cedar canoes



construction • repairs • recanvassing

BRIAN CURRAN, HOPE, MAINE 04847 • 207-763-3074

WILL BUILD ON COMMISSION:

Sailing dories, daysailers or cruising
boats to 30' LOA, built to your
requirements. All of superior con-
struction in wood at reasonable price.
THE LANDING BOATSHOP, PO
Box 1490, Kennebunkport, ME 04046.
207-985-7976.

continuing the evolution of

THE ADIRONDACK GUIDE BOAT

* TRADITIONAL FORM *
* HAND LAID FIBERGLASS *
* BARE HULLS * COMPLETE BOATS *
* OARS * STRIP-BUILT PLANS *

STEVE KAULBACK,

BOX #144, CHARLOTTE, VT 05445
(802) 425-3926

RAVEN'S WING WATERCRAFT

BUILD YOUR OWN PLYWOOD
GREENLAND STYLE SEA KAYAK.
PLANS, PATTERN, MANUAL, \$40.
KITS & BOATS AVAILABLE
RR 3 BOX 836, WISCASSET, ME 04578
(207) 443-6677

The MELONSEED SKIFF



It is with pleasure and pride
that we introduce the MELONSEED
SKIFF. The original drawings of
this boat appeared in Chapelle's
"American Small Sailing Craft", dat-
ed 1888.

Over the past several months
we have been test sailing in a wide
variety of conditions. Her speed is
exhilarating on all points of sail
and she will go very well to wind-
ward! The hull is seakindly, stable
and impeccably well mannered. Put
quite simply, she is fast and safe.

Like our SWAMPSCOTT DORIES,
the MELONSEED SKIFF will reflect
the high level of quality construc-
tion and finish for which we are
known. We've been thoughtful in our
reproduction of the design, faithful
to the boat's tradition, and have
produced a wonderful blend of per-
formance and appearance.

We all can't afford to own a big
boat, but we can own a good boat!
That's the point of all this.

Crawford Boat Building

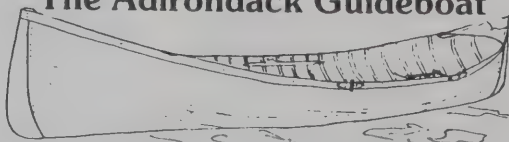
617-837-3666
P.O. Box 430 Humarock, MA 02047

NOW! Ask
about our
new classic
"Victoria"!

SAILING and PULLING boats of traditional type, with fiber-
glass hulls and elegant mahogany trim. Available yacht finish
complete, kit, or bare hull. Kits are very complete and allow
the amateur to complete a boat without compromise of finish
or strength. We deliver nationwide. Kindly send \$3 for
information and subscription to the fabulous
THOLEPIN.

THAYER & COMPANY
2106 Atlee Rd, Mechanicsville, VA 23111

The Adirondack Guideboat



We have the largest selection of new Guide-boats and historically
correct accessories available from one source. With nine models in lengths
of 12', 14' and 16', construction materials range from traditionally built wood, to
the state of the art, bi-axial Kevlar layups. The beauty, speed and open water
capabilities of these boats have been exactly reproduced from originals. The
camp owner, explorer, fisherman and fitness buff will appreciate the many
capabilities that these traditional designs offer. Many of our boats have unique
construction, and all are competitively priced. For free information contact:

Indian Point Guideboat Company

732 Midland Avenue
Midland, PA 15059
412 643/5457

HARBOR
FINE WOOD PRODUCTS SINCE 1931

America's Marine Plywood Center

- Teak, Okoume, Sapele, Fir, Lauan, plus dozens of other specialty woods
- Giant-size scarfed panels
- Large stocks available
- Special freight allowances
- Order direct from anywhere in U.S.—call toll free:

1-800-345-1712

The Harbor Sales Company, Inc.
1400 Russell Street
Baltimore, MD 21230



BALOGH SAIL DESIGNS

STAR ROUTE BOX 79 M, CEDAR ISLAND NC 28520
(919) 225-6631

Lightweight, compact, unstayed rigs add versatility to rowboats, canoes, kayaks. Guaranteed quality. BATWING: Excellent windward ability with full battens. NEW!! TRI-STAR: Economical battensless sails. TWINS: The ultimate in downwind control. Please send \$1.00 for brochure.

VOLVO PENTA

9, 18, 28 and 43 HP Diesel Engines
Smaller Size, Less Weight
Complete Package Including Reverse Gear
Old Volvo Diesels Rebuilt
Orr's Island Boat Works, Inc. RFD 1, BOX 731 RT. 24
(207) 833-5852 ORR'S ISLAND, ME. 04066

GAMBELL & HUNTER SAILMAKERS

Cotton and Dacron Sails
STANDING AND RUNNING RIGGING
(207) 236-3561

16 Limerock Street, Camden,
Maine 04843

THE ROSS BANDMILL® PORTABLE SAWMILL

US PATENTS 4275632, 4334669
CANADIAN PATENT 1159342
OTHER PATENTS PENDING



AN HONEST
SIMPLE, RUGGED,
RELIABLE, VERSATILE,
ONE-MAN SAWMILL.
SAWS ALL WOODS.
Diameters 3 to 17 inches
Lengths 8 inches to Infinity

THIS MACHINE IS PROVEN
PRICE COMPLETE WITH
20 FT TRACK \$4950

5 YR. WARRANTY

WE PIONEERED
THE PORTABLE
BANDSAW SAWMILL

W.K. ROSS, INC.
640 Main St.,
W. Hampstead,
NH 03841 U.S.A.
603-329-6320

Materials & Supplies

MARINE FASTENERS, 18-8. Stainless, factory direct, 60% savings. Free catalog. R&R PRECISION, PO Box 1038, Dept. MB, Cheshire, CT 06410-4038, PH: 203-272-8419.

CLEAR NORTHERN WHITE CEDAR

- o All stock is rough, 1" thick and square edge.
- o Lengths from 5' to 8' and widths from 4" to 10"
- o Will custom mill to your specifications.
- o Full line of canoe restoration supplies.



William Clements Boat Builder
18 Mt. Pleasant St.
P.O. Box 87
No. Billerica, MA 01862
Telephone (508) 663-3103

CUT COPPER CLENCH NAILS

We have the old Atlas Co. machines. Pure hard drawn copper. Just the thing for lapstrake canoes, skiffs, dories. 3 diameters, 1/16", 3/32", 1/8". 10 sizes, 3/4"-1 1/4". Prices: \$7.50-\$10/lb. Send \$1 for sample packet. **STRAWBERRY BANKE, INC.**
P.O. BOX 300 MB PORTSMOUTH, NH 03801

POLYESTER RESIN (With Catalyst)

5 Gal. Pail 1 Gal. 4 or more 20 or more 4 pails or more
\$67.50 ea. \$15.00 ea. \$14.00 ea. \$13.00 ea. \$65.70 ea.

FIBERGLASS - WIDE SELECTION BY THE YARD OR ROLL - FOR EXAMPLE:

Mat 1-1/2 oz. 38" \$2/yd • Rovng 24 oz 38": \$3/yd • Cloth 10 oz 38" \$3.85 /yd

SILICON BRONZE WOOD SCREWS — MANY SIZES FROM 3/4x8 AT \$4.80 TO 3x18 AT \$48.75, ALSO STAINLESS STEEL FASTENERS AND BRONZE RING NAILS

GLOUCESTER PAINTS — THE COMPLETE LINE AT 40% & 50% OFF LIST PRICE
SYSTEM THREE EPOXY RESINS

MERTON'S FIBERGLASS SUPPLY

P.O. Box 399 - East Longmeadow, MA 01028

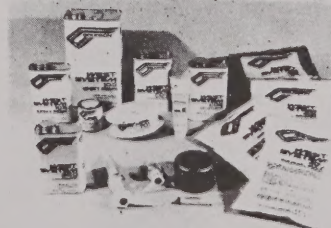
Tel. (413) 736-0348 To Order Call Toll Free 1-800-333-0314
CALL OR WRITE FOR FREE PRICE LIST - WE SHIP U.P.S. ANYWHERE IN USA.



COD

WEST SYSTEM®

Distributors of WEST SYSTEM® Epoxy Products by Gougeon Brothers, Inc., Fynspray brass galley pumps, custom running rigging, sailboat hardware. Epifanes paint and varnish. For ordering & information call toll free. Dealer inquiries invited.



JT's SHIP CHANDLERY

CORNER VANZANDT & FAREWELL • NEWPORT, RI 02840

276 SW 33rd St., Ft. Lauderdale, FL 33315

IN RI: (401) 846-8170

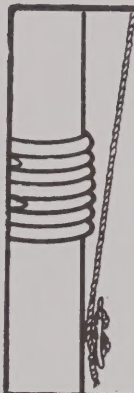
IN FL: (305) 463-2022

Telex: 952-183 JT SHIP NORT

1-800-343-9350

YANMAR

9-140 hp DIESEL ENGINES
SMALLER SIZE - LESS WEIGHT
COMPLETE PACKAGE
INCLUDING REVERSE GEAR
ORR'S ISLAND BOAT WORKS, INC.
RFD 1, Box 731, Rt. 24
Orr's Island, ME 04066 (207) 833-5852



Mast Hoops

Mast Hoop Fasteners •
Sail Hanks • Parrel Beads
• Wood Cleats • Wood
Shell Blocks • Deadeyes
• Belaying Pins •
Bullseyes • Custom Bronze
Hardware

Pert Lowell Co., Inc.
Lane's End
Newbury, MA 01950
(508) 462-7409

Custom wooden boats; mast hoops;
authentic nautical furnishings

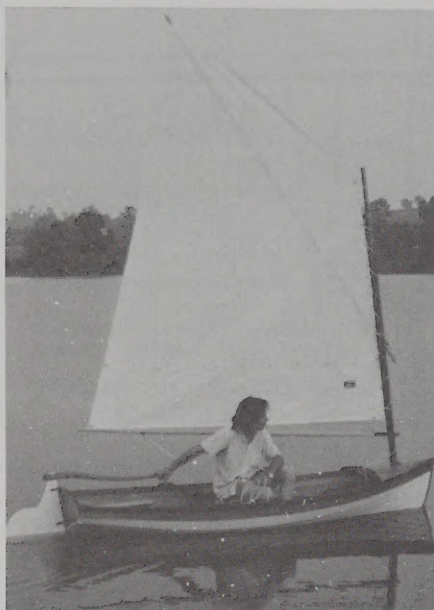
CANOE HARDWARE

1/2", 11/16", 7/8" Canoe
Tacks, 3/8" Oval Brass Stem
Bands, Clinching Irons, 3/16"
Bronze Carriage Bolts, Canoe
Plans, Clear White Cedar.
Price List Available.

NORTHWOODS CANOE SHOP

RFD #3, Box 118-2A
Dover-Foxcroft, ME 04426

Classified Marketplace



11' WHITEHALL type sail/cat rigged, cartoppable. Okume ply on oak and mahogany. Sail with reefing points. Beautiful lines. Was \$2,400, now \$1,800. Also Gloucester light dory demonstrator (slightly used) \$500.

O'CONNELL'S WOODEN BOAT SHOP, 345 E. Grant St., Lancaster, PA 7603, (77) 299-1663 aft. 3pm. (11)

20' BANGOR PACKET sliding seat single rowing wherry. High strength cold molded cedar laminate hull (can stand on bottom in water). Built and reinforced by Brooklyn Boat Yard in Maine. Only slightly used. Wineglass transom, narrow beam (24"), light weight (about 75 pounds), with carbon fiber oars (9'9" ea.) all make it fly in the water. Exquisite lines. Boat, oars, extra seat for \$2,300. (new cost \$3,500).

MICHAEL MOSER, Portland, ME, (207) 773-7162 eves aft. 7pm, (207) 289-2291 days. (11)

BOAT & GEAR ASSORTMENT. Selling large collection of boating books, oars, half hull models, maps, canoeing accessories, camping and backpacking equipment, rowing shell, Neptune OB motor, canoe motor bracket, oarlocks, more. Business size SASE for lists. OWEN CECIL, Box 584, Manistee, MI 49660. (11)

19' LIGHTNING sloop, wooden, 1961 in very good condition. Hull stripped and refinished 1989. Two suits of sails and spinnaker. Trailer repainted with new lights and tires. \$1,000.

ART PETERSON, Box 720, Asbury, NJ 08802, (201) 735-5462. (11)

NAUTICAL YARD SALE, SATURDAY, OCT. 21, 10-5. Nautical treasures, boats, hardware, software. Some new (still in original boxes). Some old and well used but still serviceable. Collected from cellars, attics, backyards of sailors all over Mattapoisett and beyond. (Rain date Sunday Oct. 22).

AT PETER DUFF'S, 8 Harbor Rd., Mattapoisett, MA 02739, (508) 758-4991. (At the "Ship Models For Sale" sign). (11)

NEW & USED OLD TOWN CANOES. Used 17' Tripper, \$395. Used 16' fiberglass, \$225. New Chief square sterns, \$349.

FERNALDS, Rt. 1A, Newbury, MA 01951, (508) 465-0312. (11)

"SMALL BOAT JOURNAL". Issues #17 (1/81) to #26 (9/82) and Issues #33 (11/83) to #68 (9/89) (missing #48, #53, #54, #63, #64) plus Vol. I, #11 & #12 and Vol. II, #2 & #3. Available for barter, sale or to someone who will give them a good home.

JOHN CHANDLER, Hamilton, MA, (508) 468-2872. (11)

COLLECTOR'S ITEM. "Woodenboat" Vol. I, #1 in excellent condition. For sale at \$25 or trade for a boating book or two, or something interesting.

JOHN CHANDLER, Hamilton, MA, (508) 468-2872. (11)

PHOENIX BROWN PELICAN SEA KAYAK, foot braces, spray skirt, cockpit cover, more. About 35 pounds.

BOB BLICHMANN, Worcester, MA, (508) 792-6825. (11)

26' SEA SKIFF, built 1956 by Edwards Boat Yard, Falmouth, MA. Mahogany planks on oak frames. Large afterdeck and cozy cabin with bunks for two. Six cylinder Chrysler Crown marine gas engine. Second engine for parts. Hull and engine sound but both need work. \$2,000 negotiable. Send a postcard, I will call with complete information.

NEIL REISEL, 57 Lovers Ln., E. Lyme, CT 06333. (11p)

DANFORTH ANCHORS, U.S. Navy collapsible, 32 pounds, the real McCoy at \$75 each. P. BERMAN, Norwalk, CT, (203) 847-5793 eves. (10)

GOOD WINTER PROJECT. International 210 on trailer, ready to tow away. Needs some work. \$950.

JIM FUNK, Mystic, CT, (203) 535-4424 days, (203) 536-9837 eves. (11)

ELVER SAILS, 9 oz. tanbark main, jib and mizzen. Very little used, like new. \$325 or b.o.

JEFF BROWN, Rt. 1 Box 169A, St. Regis Falls, NY 12980, (315) 328-4778. (11)

WANTED. Pen Yan catalogues, ads, etc. showing wood/canvas cartop boats and/or canoes. Originals or copies.

JERRY BAKKE, 872 Walnut St., Muskegon, MI 4944, (616) 755-7528. (10)

WANTED. Information on the "Thistle" class sailboat, I have acquired #1260 and need guidance on rigging and sailing this boat.

KAREN PENCE, 6 Cosby Cir., Greensboro, GA 30642, (404) 467-3338. (10)

12' JARVIS NEWMAN YACHT TENDER, fiberglass, bright mahogany seats and trim, wineglass transom, truly elegant. Towing eyes, custom cover. At 1/3rd replacement cost, \$1,250.

P. BERMAN, Norwalk, CT, (203) 847-5793 eves. (10)

CANOES, CANOES. Blue Hole O.C.A. tandem with bags, Carter blocks, straps etc. all set up for whitewater, \$725. 17' wood/canvas sailing canoe that needs some repairs, make an offer. 13' recreational kayak, \$250. 16' strip-built canoe, not the run-of-the-mill strip boat, this one must be seen to be believed, \$2,300 new.

LEE HOUGHTON, Box 77, Wallingford, VT 05773, (802) 446-2833 eves. (10)

SEAFARER SPRINT SEA KAYAK, high performance kevlar design by West Side Boat Shop. \$795.

JAMES ROGERS, Stonington, CT, (203) 535-4040. (10)

14' FEATHERCRAFT SRT KAYAK (short river touring), 35 pounds complete. New except for brief demo use. 20% off retail at \$1,500, with skirt. Also 16' Feathercraft K-1, 43 pounds complete, brand new, 20% off retail at \$2,200.

DAVID SCHURMAN, Reading, MA, (617) 944-0304 or (617) 944-2469. (10)

BEEBLE CAT, excellent condition, very well maintained. Includes Ev-inrude 2hp outboard with bracket, installed oarlocks and new (less than 400 miles) Shorelander trailer. A great boat in great shape. Asking \$3,000 or B.O.

PETER SPOLLETT, Andover, MA, (508) 475-6356 eves, (617) 969-1150 days. (10)

WANTED. Onboard (preferred) or Oar-master rowing unit, complete or component parts. Two inflatable hulls from a Catapult sailing catamaran.

ROY CALLOW, 52 DeFerriet Ct., Fairhope, AL 36532. (11)

24-1/2' WINTHROP WARNER SLOOP, fiberglass, diesel, many extras, With trailer. \$11,000.

JOSEPH KIENTZY, New London, CT, (203) 444-1571. (10)

KEY LARGO SHOAL WATER CRUISES. Closed June 1st until September 15th. Make your reservations in late September for our November 1st-June 1st cruising season.

KEY LARGO SHOAL WATER CRUISES, P.O. Box 1180, Key Largo, FL 33037. (TF)

10-1/2' ROB ROY CANOE, 28 pounds. By Bart Hawthaway, America's premier builder of the type. New condition, minor bottom scratches only. \$500 includes double-blade paddle plus small sail and spars.

OWEN CECIL, Box 584, Manistee, MI 49660, (616) 723-3188. (10)

17' EASY RIDER ESKIMO SEA KAYAK, expedition equipped with extra equipment and accessories. White color. Includes Werner Furrer paddle. Valued at over \$2,500, asking \$1,200.

PETER MAC INNIS, Wenham, MA, (508) 468-4976 eves., (67) 438-0290 days. (11)

GRAY MARINE ENGINE, six cylinder, complete and was running when stored, \$100.

BRAD LIMBERT, Guilford, ME., (207) 876-3572. (10)

26' COAST GUARD SURF RESCUE LAUNCH, built 1948, in service through 1960. Double-ended cold-molded cedar planked hull (very light). Buda four-cylinder diesel all original and runs perfectly. The last alive of only eight ever built this way. Has chased bluefish for over 20 years along the New York and New Jersey coasts. \$3,000.

BOB LAWSON, Staten Island, NY, (718) 816-6946 eves. aft. 6pm. (11)

PLYWOOD PEAPOD, \$200. 10' sailing dinghy complete, \$20.

JOHN HINCKLEY, Gloucester, MA, (508) 546-7122 days, (508) 283-7786 eves. (10)

"WOODENBOAT", Issues #32 (1/80) to #73 (12/86). Available for barter, sale or to someone who will give them a good home.

JOHN CHANDLER, Hamilton, MA, (508) 468-2872. (11)

27' CHESAPEAKE KETCH, Chapelle design, marconi rigged, club footed jib, bowsprit, 7.5hp Evinrude. Very traditional, fun to sail, cheap minimal cruiser. \$5,000.

JEFF RUSSELL, Osterville, MA, (508) 420-3751. (11)



WING SYSTEMS TOURING SHELL - simple and functional design; single or double, row or paddle; manageable size and weight; uses Onboard II Rower. Planedosi single or tandem Row Wing or double paddles. For more info: WING SYSTEMS, INC., PO Box 568, Oyster Bay, NY 11774, PH 516-922-2656

SALT MARSH SEA KAYAK CO.

SERVING SOUTHERN MA & RI

SALES • RENTAL • TOURS • INSTRUCTION
589 FISHER RD., DARTMOUTH, MA 02747
Please Write or Call Evenings (508) 636-3007

ATLANTIC SAIL TRADERS



NEW & USED SAILS, buy, sell, trade
luffs 10'-60' surplus mains 10'x
6'2" \$40, 14'x7'2" \$50, 17'8"x8'5"
\$75 jibs 12'x5'6" \$35 Spinnakers
14'x10' \$100 all new

(813) 351-6023

4130 N. Washington Blvd. • P.O. Box 12313
Sarasota, Florida 34278



- * ALDEN OCEAN SHELL
- * APPLEDORE POD
- * MAAS AERO, 24, DRAGONFLY
- * RKL LITTLE RANGELEY
- * TRINKA 8 & 10 DINGHIES
- * THULE RACKS
- * ROWING INSTRUCTION

55 SPICER AVE., NOANK, CT 06340
• (203) 536-6930 •

PADDLES ACCESSORIES HOWARD FOUNDRY & MARINE

Sea & White Water Kayaks
203-669-7629

JONATHAN & KAREN HOWARD
53 OLD CLINTON ROAD
WESTBROOK, CT 06498

Flying Colors Ltd.

468 THAMES ST NEWPORT, RI 02840

FLAGS • BANNERS • WINDSOCKS
FOR YOUR BOAT - BUSINESS - HOME
OPEN MON-SAT 9-5 (401) 846-0418

After 20 Years... Still a Leader!

Whitehalls at their Best!

HEADS WILL TURN
FOR THE BEAUTY
OF THE CLASSIC
LINES, THE
TRADITIONAL
SAILING RIGS
AND THE HIGH
QUALITY
WORKMANSHIP!

THE PRACTICAL, LOW
MAINTENANCE OF A
FIBERGLASS HULL
COMBINED WITH THE
BEAUTY OF HIGHLY
FINISHED MAHOGANY
TRIM AND SEATS!

10' - 12' - 16' - 22'
SAIL & ROW

B&S Whitehalls

HARRY SYLVESTER
BESSEY RIDGE RD.
ALBION, ME 04910
(207) 437-9245





messing about in **BOATS**

29 BURLEY ST., WENHAM, MA 01984 (508) 774-0906

BULK RATE
U.S. POSTAGE PAID
WENHAM, MA. 01984
PERMIT NO. 53

ADDRESS CORRECTION
REQUESTED

SCHORPIOEN

a sailing yarn, a novel, from one of the
world's great small boat designers

PHILIP C. BOLGER

that is nautically impeccable, clench-nails you
to your chair, and may even be of socially
redeeming value.

Soft cover, 208 pages, \$12.95, At your nautical
bookseller, or by mail, postpaid from its publisher,
Duff & Duff, 28 Harbor Road, Mattapoisett, MA 02739

TO

PEABODY MUSEUM LIBRARY
EAST INDIA SQ.
SALEM, MA 01970

VII-10

BUILDERS & RESTORERS!

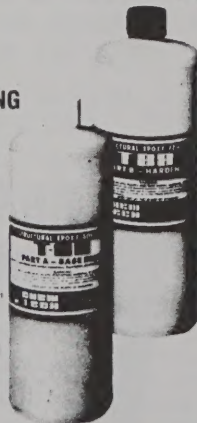
Use the epoxy
professionals
use.

- ★ Acclaimed by leading authorities
- ★ Scientifically developed
- ★ Over 12 years of proven service

PERMANENT BONDING
POWER

T-88 STRUCTURAL
ADHESIVE

- Non-critical 1:1 mix
- Cures as low as 35°F
- Clear, impact resistant,
gap filling
- Cures tack-free in high
humidity



SEAL, STOP LEAKS

L-26 EPOXY
SHEATHING
SYSTEM

- Tough and resilient
- Penetrates wood as
well as fabric

RESTORE SURFACES

F-9 EPOXY
FAIRING
COMPOUND

- Fills cracks & holes
- 1:1 Non-sag paste

Special Introductory Offer!—send \$10.00 for ½ pt. of T-88,
receive 32-pg. Technical Manual FREE (Initial purchase only)

MAIL NOW FOR SPECIAL OFFER — DEPT. M

Name _____

Address _____

City, State, Zip _____

- ☐ Send ½ pt. T-88 & Free Manual. \$10.00 enclosed.
☐ Send information only, no charge.

Chem-Teen INC.

4669 LANDER ROAD
CHAGRIN FALLS, OH 44022
216/248-0770

SYMPO 89



THE CHESAPEAKE BAY
SEA KAYAKING SYMPOSIUM
HAMPTON ROADS, VIRGINIA

October 20-22, 1989

A Weekend Symposium on Historic Hampton Roads

- Development of Paddling Skills •
- Safe Kayaking Procedures •
- Paddling Trips on Virginia's Historic Waters •
- High Student/Instructor Ratios •
- Beachfront Boat Trials •

Sponsored by: The Chesapeake Association of Sea Kayakers,
Wild River Outfitters, and Seven League Sea Kayaks

For Complete Information write:
SYMPO 89, 34 East Queens Way, Hampton, VA 23669 or Phone (804) 722-5711